

The Hongkong Telegraph

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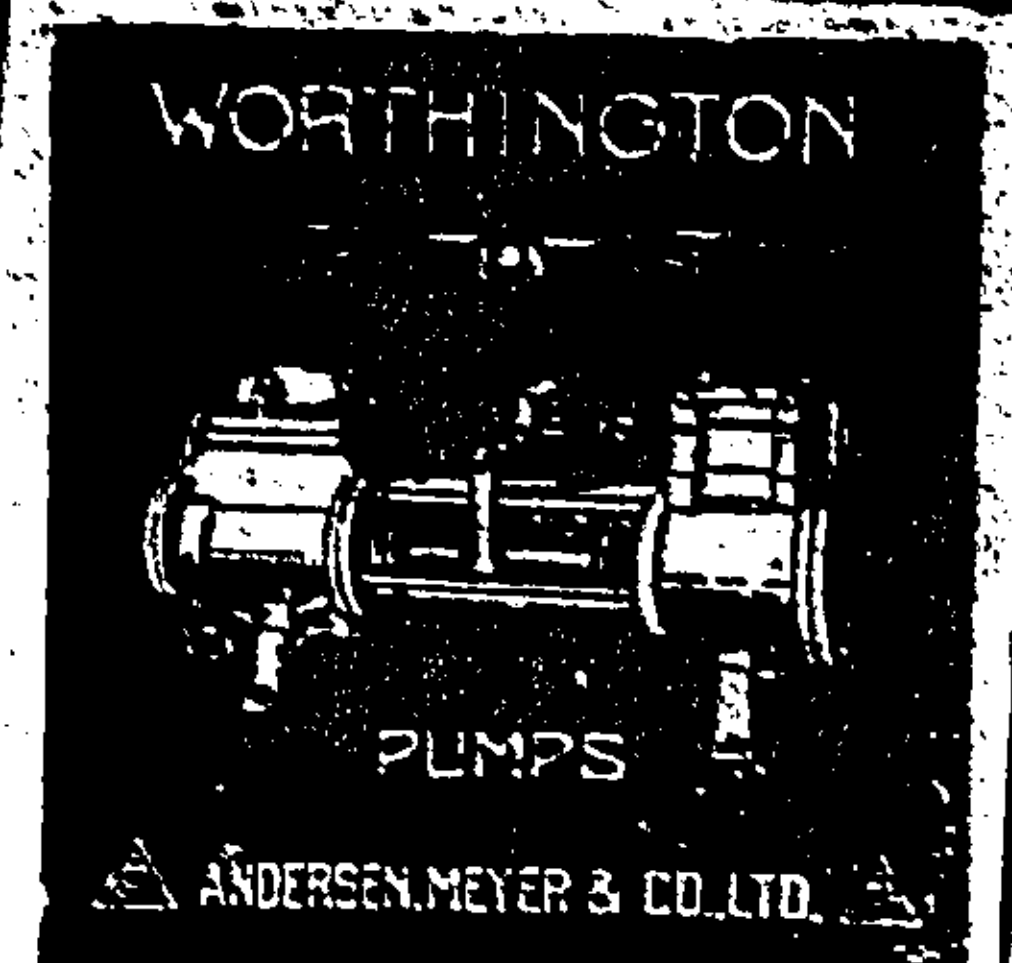
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WEDNESDAY MARCH 8, 1922.

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THE "MUI TSAI" SYSTEM.

Hongkong Officials Kept Busy by the Strike.

(Reuter's Service.)

London, March 7.
In the House of Commons, replying to questions with regard to the *Mui Tsai* system in Hongkong, Mr. Churchill pointed out that the hands of the Governor of Hongkong had been exceptionally full, owing to the grave situation in connection with the strike, while the Secretary for Chinese Affairs had been working day and night. The Governor had promised an answer to his (Mr. Churchill's) telegraphic enquiries at the earliest possible moment; therefore Mr. Churchill preferred to defer a statement.

THE POLITICAL CRISIS.

Where France and Germany Agree.

London, March 7.
The political crisis has excited intense interest abroad, and it is noteworthy that both French and German comments display anxiety lest Mr. Lloyd George should resign. The former opine that his resignation would endanger the Anglo-French rapprochement and an eventual Alliance, whilst the latter regard Mr. Lloyd George as the protagonist of European reconciliation and reconstruction.

Sir Arthur Balfour Supports Coalition.

London, March 7.
Sir Arthur Balfour, at a luncheon in the city arranged by the Carlton Club, referring to Conservative differences on the subject of the Coalition, said he would remain a Conservative till he went to the land where political parties would no longer interest him. He said that the Coalition was a fair weather system, and the Irish settlement illustrated the value of the Coalition. There never was a time when co-operation between the parties was more necessary than now. It was impossible to think that the complex problems of unemployment, India, Egypt, and Ireland could be handled more successfully by a Government drawn from a restricted section of the population than by a Government of all shades of opinions, working harmoniously. He paid a tribute to Mr. Lloyd George as one of the greatest figures in the world's history and asked what was the use of abusing him.

RUSSIAN FAMINE RELIEF.

Inadequacy of Transport to the Interior.

Washington, March 7.
Mr. Hoover declares that during the past month a hundred thousand tons of American seed, wheat, and foodstuffs were unloaded at Black Sea ports, but only 28,000 tons have been transported to the interior.
Over 120,000 tons will be unloaded next month, but there is no indication of any increase in the capacity of the Russian railways to handle them.

Problem of the Political Refugees.

London, March 7.
The problem of the hundreds of thousands of Russian refugees in Europe was raised in the House of Commons.
Moving the Supplementary Foreign Office Estimate, Mr. Harmsworth said that it included £300,000, making a total of £11,000,000, for the maintenance in Egypt, Cyprus, and Malta of ex-officers of Denikin's force and their families. The number was originally ten thousand; it was now five thousand, as many joined Wrangel's movement. The League of Nations was considering the question of taking over the whole problem of Russian refugees and placing them in pro-Slav Balkan countries, the cost being met by the Powers interested.

WOLVERHAMPTON BY-ELECTION.

Unionists Retain Seat.

London, March 7.
The bye-election at Wolverhampton (West), caused by the death of Sir A. F. Bird, resulted as follows:
Sir Robert Bird (Coalition Unionist) 16,799
Mr. A. G. Wallden (Labour) 13,799
Unionist majority 2,991
[At the last election, the figures were:—Sir A. F. Bird (Coalition Unionist), 13,329; Mr. Wallden (Labour), 10,158; Unionist majority, 3,171.]

THE PACIFIC TREATIES.

And the Lansing-Ishii Agreement.

Washington, March 7.
The Senate has adopted a resolution submitted by Senator Borah asking President Harding how the Lansing-Ishii Agreement will be affected by ratification of the Four Power Pacific Treaty. Senator Underwood, prior to its adoption, contended that the Agreement would be wiped out by the series of Conference Treaties, because a new arrangement had been substituted to define rights in the Pacific.

TERRIBLE EXPLOSION AT MUNITION WORKS.

Many Girl Sufferers.

London, March 7.
Thirteen girls have died and 11 were seriously injured in an explosion of cartridges at a factory at Tipton, Staffordshire.
The victims were trapped in a blazing room and denuded of clothing by the force of the explosion. Some escaped into a yard with burning skin hanging from them. They were wrapped in sacks and sent to hospital, some unrecognisable.

(Continued on page 4.)

END OF THE STRIKE.

WELCOME TO RETURNING SEAMEN.

BRITISH CONSUL AT CANTON THREATENED.

Shipowners Again Meeting To-day.

The strike is now almost completely over, insofar as the majority of the strikers are returning to work. Yesterday afternoon a special meeting of the Executive Council was held following which the following notifications were issued:—
No. 114.—Order made by the Governor in Council under the Societies Ordinance No. 15 of 1915, on the 7th day of March, 1922.
The Orders made by the Governor in Council under the above Ordinance, on the 5th day of February, 1922, directing the Chin Yee, Kung Wai, the Lo Tung, Tung Tak, Kung Wai, and the Lo Po Yuen, Kung Wai to be unlawful societies, are rescinded.

No. 115.—Order made by the Governor in Council under section 10 of the Travellers' Restriction Ordinance, 1915, on the 7th day of March, 1922.
The First Schedule to the Travellers' Restriction Ordinance, 1915, is amended by the addition of the following words:—
"The effect of the above Order in Council is that the police pass system will not apply to persons of Chinese race."

This satisfied the last of the strikers' demands, and to-day there has been a return to work on the part of practically all native labour. Owing to the fact that the seamen have not had time to get down from Canton there has not been a great many men rejoining their ships, and with regard to the houseboys there seem to be dribbling back to work in twos and threes. In all other instances there is almost a total resumption, and the Colony is wearing a much more normal aspect.

The boys of the Hongkong Hotel returned to work last evening and a visit to the Hotel this morning found the staff busy cleaning up and putting things to rights. So admirably has this establishment been run during the strike days that the residents and guests are to show their appreciation of the efforts of Mr. and Mrs. Taggart. A notice in the central hall says: "It is proposed to present Mr. and Mrs. Taggart with a small but tangible mark of appreciation from the guests in this Hotel during the strike." There will doubtless be a unanimous response.

At the King Edward Hotel matters this morning were not back to normal. The boys of the hotel were expected back this afternoon and the cooks are due to return to-morrow morning. At many of the private hotels the boys were still absent, but it is thought to be only a matter of a day or two before all are working again.

The bakers and pastry-cooks of Messrs. Wiseman's and some other of the bakeries were not on duty to-day but the full staff of the bakery and the cafes are expected to put in an appearance later in the day.

The Houseboys.

The position regarding the houseboys, who have so far not returned to work in anything like general numbers, seems to be a little obscure. According to one of the morning papers, the houseboys are supposed to be making demands for a higher rate of pay before commencing work, but a visit to Mr. Hallifax, the Secretary for Chinese Affairs, failed to bring to light any confirmation of this report. Mr. Hallifax stated this morning that he knew of absolutely no reason why the houseboys should not now return to work.

It is expected, now the seamen have begun to arrive back from Canton, that the houseboys will gradually return to their duties.

An Official Statement Awaited.
We are given to understand that an official report of the settlement terms and negotiations is to be prepared jointly by Mr. R. Sutherland, the Chairman of the Shipowners' Committee and Mr. A. G. M. Fletcher, the Assistant Colonial Secretary, and that when this has been completed it will be issued to the Press for publication. Seen to-day by a press representative, Mr. Fletcher stated that no official statement would be ready for publication to-day.

The town has been full of rumours to-day regarding several Government officials and the strike result, all of which may be taken as absolutely baseless.

Shipowners Again Meet.

A full meeting of local shipowners was called for four o'clock this afternoon and is proceeding as we go to press. The object of the meeting is to receive a report from the special committee which was appointed to meet the delegates and arrange the settlement terms. The committee was given power to conduct the final negotiations and, as a matter of routine, it must now report to the full body on what was decided and the steps which led to the final arrangement. An explanation of the settlement will also be tendered.

Shipping More Active.
The Chinese steamers, Chung Hing and Pak Wo, which have been laid up during the strike, have cleared the former for Hoihow and the latter for Tsingtao. The Chung Hing arrived in harbour on January 15th, and the Pak Wo on September 19th. The Pak Wo was laid up for several months undergoing repairs. When these were completed the strike was in progress and she could not get away. Neither of these vessels has been out of harbour since the above-mentioned dates and they are the first Chinese vessels held up by the strike, to clear.

The S. V. Koette and the Pyrrhus have left for Singapore and the Mentor for Shanghai. Other vessels to clear are the Hoihow, for Amoy, and the Shinu Maru, for Keelung.

Amongst the vessels which arrived in port yesterday are the Pyrrhus from Kobe, with mails; Mentor, from Liverpool, with one bag of mail; and the Bermuda from Cardiff, with 2,000 tons of general cargo. The Caddopeak, from Calcutta, with two and a half thousand tons of general cargo, arrived this morning and the HongKong, arrived this morning from Mauritius with a cargo of fish and mails.

The Tai Lee and the San Ning left last night for Kowloon, and the Sui A has sailed for Macao. The ships in which a number of strikers are said to be returning, the Kwong Sai, Hoi Sang and Heung Shan, left last night for Canton and should be back in Hongkong either to-night or to-morrow morning.

On enquiry at Messrs. Jardine, Matheson and Co., Ltd., this morning we were informed that with regard to the boats which left for Canton to bring back the strikers, the vessels were expected to clear this afternoon.

Market More Normal.
There was more activity in the Central Market this morning than has been seen for some days past. Fruit and vegetables were again plentiful, and there was also some fish. The poultry stalls were still bare and at about half past ten, when a Telegraph reporter strolled through, there was no meat exposed for sale, but all the foks were back and everybody was busy scouring the chopping blocks and generally cleaning up, getting ready to carry on as in normal times.

Kowloon Dock Men Back.
Although the employees of all the dockyards returned yesterday, the men at Kowloon Dock, giving

no reasons, only remained at their work about half an hour and then all downed tools and came out again. This was apparently due to some misunderstanding, the men not knowing that the strike had been definitely settled. They all returned to work this morning, and to-day the Dockyard is carrying on as usual.

Cable Deliveries.

The Cable Companies have been working as usual during the strike with the exception of the delivery of messages, owing to the absence of messengers. The messengers have now returned to work, and the delivery of messages has been resumed.

WELCOMING STRIKERS BACK.

Demonstration at Kowloon.

Between forty and fifty seamen were expected to return to the Colony to-day from Shum Chun by the mid-day train, and a large crowd gathered in the vicinity of the Kowloon Railway Station this morning to welcome them.

The crowd began to collect at about a quarter to eleven and grew in volume every minute. A notice in Chinese was posted outside the station stating that only a few strikers were expected to return, those from Canton coming by water, and the crowd then began to disperse. It soon collected again, however, and by mid-day the vicinity of the station presented a similar spectacle to that outside the Seamen's Union when the notice board was put back into place. The crowd must have numbered several thousands.

Boys' bands were in attendance, similar to yesterday, and a touch of colour was added to the scene by the numerous Chinese and Guild flags which were lavishly displayed, along with the usual Chinese banners. The bands enlivened the proceedings during the waiting period and there was much excitement in the air.

Guillotine officials, wearing yellow, blue or white button-hole badges were in full force and employed their time in marshalling the crowd into some sort of order and keeping them from obstructing the traffic. Everything was orderly, and, except for the martial refrains of the bands, which consisted mainly of the beating of drums and the clashing of cymbals, there was little noise.

When the train arrived, officials sorted out the seamen from the other passengers and got them to stand to one side. There was disappointment in store, however, for, instead of some forty or fifty returned strikers, there appeared to be only half-a-dozen or so. The crowd's ardour was not damped, however. The procession formed up two abreast and, with much drum and cymbal banging and a great waving of flags and banners, the demonstration moved off in the direction of Yumati.

The procession must have been well over a mile in length and composed of many thousands, the processionists moved off in an orderly way, with no confusion, and it was nearly half an hour before all had dispersed.

On the Hongkong side, there was another large crowd assembled by the Star Ferry, but as no seamen landed off the ferry boats which brought across the ordinary travellers by the train, the crowd slowly dispersed. There was obvious disappointment.

Cafeteria Ended.

With the return of its staff, the Hongkong Hotel has discontinued its Cafeteria arrangements, and, as will be seen in our advertisement columns to-day, the ordinary Grill Room arrangements will be in vogue after breakfast to-morrow.

The Releases.

In regard to the matter of the release of persons held in connection with membership of unlawful societies, the Colonial Secretary informs us that no persons who have been actually convicted in the Courts have been set free. Only those who were detained have been released.

British Consul Threatened.

The Canton Times of to-day contains the following:—

A most unfortunate incident has arisen because some irresponsible persons have presumed to threaten the British Consul General. Dr. Jamieson was personally present in Hongkong and it is generally recognised that he assisted in the settlement of the strike. His Excellency Governor Chen Chiung-ming congratulated Dr. Jamieson on the success of his mediation at Hongkong. Dr. Jamieson is the Consul General accredited to China from Great Britain. He is a guest here in Canton under the protection of the Canton Government. Governor Chen Chiung-ming is a man who knows how to protect foreigners within his jurisdiction. That most misguided persons should attempt to intimidate Dr. Jamieson, and challenge the authority of the Governor of Canton is beyond audacity. These methods will receive little support from the Chinese public.

It may be added that the behaviour of the British Consul during the period of suspense following the report of the massacre of Chinese at Shatin was admirable. Though the Consul General was in Hongkong, his able assistant, Mr. E. S. Sly, remained calm and refused to be stampeded by the panic-stricken residents of Shamen. If he had landed marines or taken any other action which might have aroused the anger of the excited populace, there is no telling what may have happened. As it was, Shamen remains perfectly free from any demonstrations whatsoever, the servants remained at their work, and nobody suffered the least inconvenience.

[It is indicated in a heading in the Canton Times that the threat was made by letter from a secret society.]

A Denial.
The following communication from the Colonial Secretary, sent us for publication, reached us this afternoon:—

Sir,—A statement appears in the issue of the Daily Press of the 8th March that the man Robinson, sentenced by the Marine Magistrate for unlawful boarding, has been released as a result of the strike negotiations.

This statement is not true, and I am at a loss to understand how it came to be made, in view of the fact that the full particulars regarding this matter were known to the Editor of the Daily Press on the afternoon of the 7th March.

I am, Sir, Your obedient servant,
M. FLETCHER,
for Colonial Secretary.

The Shatin Incident.

The following is from the Canton Times of yesterday:—
Dr. J. W. Jamieson, the British Consul General, returned from Hongkong on a British gunboat yesterday morning. At three o'clock in the afternoon, Dr. Jamieson called upon His Excellency General Chen Chiung-ming and expressed regret for the unfortunate incident at Shatin where three Chinese were killed and eight wounded by British soldiers when they attempted to return to Canton on foot. Dr. Jamieson said the Hongkong authorities will order a full investigation of the incident and in the event of the facts proving the soldiers and Mr. King who ordered them to fire, acted rashly, they would be punished. The Hongkong Government will give an assurance that justice will be done. Those who suffered through the shooting, regardless of whether they, by disobeying the orders to return to Hongkong put their lives legally in the wrong, will begin full compensation on a liberal scale," stated Dr. Jamieson.

This expression, which is an evidence that the Hongkong Government means to see that justice will be done to all concerned, will tend to calm the feeling of the Cantonese and make them satisfied with the steps taken by the Canton Government in regard to the matter.

Dr. Jamieson spoke very highly of the services rendered by Mr. Lo Kung-fu, who accompanied the Seamen's representatives and

helped greatly in the settlement of the strike. Governor Chen then thanked Dr. Jamieson for the important part Dr. Jamieson took in the strike settlement. Had it not been for Dr. Jamieson's presence in Hongkong and his skilful methods of disentangling knotty problems, and the benefit of his wide experience, it is doubtful whether the Conference would have ended in so happy a solution.

At the meeting which was held in the Kwangsi Club when the Seamen's delegates returned from Hongkong, Governor Chen expressed his satisfaction and relief that the strike was ended. He urged the seamen to return to work and said that he would take upon himself the amicable settlement of the Shatin incident which must be kept separate from the strike itself.

Canton Councillor in Trouble.

Our Canton correspondent states that the Executive Department of the Seamen's Union has demanded that the Municipal Councillor, Mr. Ma, shall attend a general meeting of the Union to explain why he declared a few days ago that one or two of the seamen should be shot, in order to put a stop to unreasonable activities. It is doubtful whether Ma will comply with the demand.

Bolshevism?

Another message from our Canton correspondent is to the effect that a Labour and Student Union is said to be in course of organisation and that it will subscribe to the doctrines of the Russian Bolsheviks.

Guild Activity.

Handbills in Chinese have been freely circulated in Hongkong to-day by various guilds, advising members to resume work immediately and stating that if they are not reinstated in their old positions they must report to their guilds, which will redress their grievances.

In this connection, it is reported that the guilds of the houseboys and office staffs will require those of their number who remain in employment to subscribe regularly for the benefit of those unemployed, and that they will later ask for more wages.

News in To-day's New Advertisements.

The Dairy Farm will resume deliveries of fresh milk and cream as from to-morrow.—Page 4.

A. S. Watson and Company's annual shareholders' meeting is being held on the 14th instant.—Page 4.

The Examination Service at the eastern and western entrances of the port has been withdrawn.—Page 4.

At the 9.15 session at the Hongkong Theatre to-night "The Virgin of Stamboul" is being screened.—Page 12.

The Coronet is showing "The New York Idea" and "The Stage Hand," whilst the attraction at Kowloon is "Male and Female."—Page 12.

The ordinary yearly meeting of the Hongkong Hotel Company is to be held on March 15.—Page 4.

Tea and dinner dances at the Hongkong and Repulse Bay Hotels are advertised on page 4.

The Hongkong Hotel Grill Room will be opened as from to-morrow at breakfast time.—Page 4.

To-day's Exchange.
The closing rate of the dollar demand to-day was 2s. 4 1/2 d.

The Weather.
P.m. Barometer—30.14 Temperature—62 Humidity—65.

Lighting-Up Time.
Lighting-up time to-day, 7.30 p.m.

NOTICE.

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THE GEDDES REPORT.

Mr. Churchill on Publication.

At the 1920 Club, Mr. Winston Churchill replied to speeches by Mr. Asquith and Lord Grey.

After dealing with the Irish settlement, Mr. Churchill said:

There is another measure of policy on which Liberals and Conservatives are at present

equally united, the reduction of armaments and the retrenchment of expenditure, with that corresponding diminution in the

burden of taxation which should flow therefrom. No doubt you

heard of the Geddes Report. (Laughter.) I have read it. It is

a fine, massive, comprehensive piece of work. (Laughter.) I do

not say for a moment I agree with it all, but it is certainly a

State paper of the highest value, and one which reflects the

greatest credit on the extremely able men who have voluntarily

given so much of their time, experience, and energy to its

formulation. Of course, the Geddes report is going to be

published. No one who has read it would wish it to blush unseen

and waste its fragrance on the Whitehall air. (Laughter.) It

should be published so that everybody can judge for himself

But before it is published the Government must reach a definite

conclusion as to the Estimates they will present to Parliament

The Government must know their own mind and stand or fall by

their decision. They cannot delegate those powers to anybody.

They are responsible not only for the proper and frugal conduct of

finance, but also for the security of the Empire and the interests

of the nation. The Government must present their policy to Parliament and must furnish Parliament with the fullest means of

scrutiny. I am satisfied that there will be this year reductions in

expenditure on an enormous scale (cheers), and I am sure also that

this task must be executed in a spirit ruthless, relentless and

remoteless. This task is one in which Liberals and Conservatives

must co-operate and in which they will be jointly serving the best

interests of the country. (Cheers.)

WHAT IS A LIBERAL?

We are told we are not Liberals.

What is a Liberal? Various definitions are offered. There are

a number of people who would say a Liberal is a man who

opposes a Conservative. (Laughter.) Among those who are

anxious to resume bitter party strife—I believe the right expression is wholesome party strife

(laughter)—that definition would be considered very healthy. But

obviously it is not accurate, for if you adopt it what would happen

to Lord Grey? It would be very hard on him. We have always

considered him a Liberal of unimpeachable integrity, and he

would be very much offended if he were told he was not; but this

week he has said: "I am ready to co-operate with Lord Robert

Cecil." (Laughter.) And this same week Lord Robert Cecil has

said "I am a Conservative!" (Laughter.) Is it not awful?

(Laughter.) You have almost to hold on to the table to know

where you are. We must be very careful not to adopt any definition

which would rule Lord Grey out of the ranks of Liberalism.

There are others who would answer the question by saying a

Liberal is a man who abuses Mr. Lloyd George. (Laughter.) Well,

that is a definition which will have its rotaries, but it is clearly

not exhaustive, because there are a great number who certainly

are not Liberals who abuse the Prime Minister (laughter), and

who abuse him quite as heartily at times and often more heartily

than any of the Independent Liberals have ever been able to

do. Certainly we must admit they have tried their best, they

have not lacked anything for want of effort and genuine heart;

spirit, but they have had formidable rivals. There are the

Socialists, for instance, who have abused Mr. Lloyd George—me

who tried to upset this country, to bring it down to the level of

Russia by means of a Triple Alliance strike and who have

been completely frustrated by the skill and statesmanship of the

Prime Minister. (Cheers.) They abused him in violent terms.

Then there are a number of very respectable gentlemen, for many

of whom I have the highest esteem, who read the *Morning*

Post (laughter), who are certainly not Liberals, and who undoubtedly

as you can see every morning at a moderate price, give themselves the pleasure of abusing

the Prime Minister with the utmost vigour. So clearly this

definition of what is a Liberal is by no means one on which we

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can trust ourselves permanently. Nothing would infuriate the Socialist and nothing would infuriate the readers of the *Morning Post* more than to tell that they were comprised within a definition of the word Liberal, and after all we are not looking for trouble. We must endeavour to make our way through this world with as little irritation as possible, and do not let us choose a definition which would needlessly cause pain to these classes.

ANOTHER DEFINITION.

No doubt there is another definition and it is one which I will venture to offer to the 1920 Club. The Liberal is a man or woman (cheers) who does his utmost to bring Liberal principles to bear upon the policy of his country at home and abroad. That is a definition which I accept, and which I commend to the 1920 Club. We may bring those principles to bear in various ways. They may be brought to bear by co-operation or criticism. Some will choose one, some the other. At one moment co-operation is right, at another, criticism. But the question we have to answer now is whether Liberal opinions and principles can be brought to bear upon the government of the British Empire at the present time by co-operation or criticism. No doubt it is much harder to co-operate than to criticize; no doubt it is much harder to act wisely and to act successfully than it is to talk cleverly and win applause. But because a Liberal chooses the more difficult of the two paths, there is certainly no reason why he should be considered inferior to the Liberal who chooses the easier path.

I was reading yesterday, as a place in my leisure moments, which are not too numerous in these days, the beautiful speeches delivered by Mr. Asquith and Lord Grey to the Independent Liberal gathering which was assembled and collected, drawn together, and otherwise concentrated in London as a counterblast to our functions of the preceding week. (Laughter.) They certainly were very interesting speeches. The adjectives employed must have been most gratifying to anyone in the audience who had carried to a high degree of development the critical, fretful, and spiteful elements in his composition. But the sole object of both those speeches, however dignified their expression, however solemn and even pompous their mood, was to ex-ite partisanship on without party lines by means of fault-finding against the Government which has been dealing with, and is still confronted with, world events of prodigious and unprecedented complexity. (Cheers.) Let us look back upon some of these events. It is more than five years since the Prime Minister, our leader, assumed his high office. It has been a period of stupendous and unexampled difficulty. There never has been a period when the convulsions of the world have been so formidable or when mankind has been so wearied and exhausted. Take

SUFFRAGE MOVEMENT IN KOREA.

A Moderate Organisation.

The Kukmin Hyophoi (National Association), of which the late Mr. Min Wonsik was the organizer and leader, held its third-regular meeting at 8 on the other day. The Association is now under the leadership of Mr. Kim Myongchun, says the *Seoul Press*, and it is claimed that thanks to his personal influence and ability the Association, which momentarily tottered on the untimely death of its former leader, Mr. Min, has again recovered stability and at present stands on a more solid foundation than ever. It boasts a membership of more than 10,000 and over 20 branches. The meeting was attended by some 100 delegates from the provinces. After a report by a secretary the president delivered a spirited speech in which he pointed out the importance for the Association to advance along the line bequeathed to it by his predecessor and to continue its efforts to obtain a Parliamentary Election Law and total self-government in the Korean peninsula. A resolution was passed advocating the cause but deprecating the idea entertained by a section of the Korean people that Korea should be brought to such a Dominion status as Canada or Australia has in its relation to England. The resolution insists that Korea should endeavour to occupy an eminent place in the world as part and parcel of the great Empire of Japan rather than be looked down upon as a dominion. The election of officials was then held with the result that Mr. Kim was re-elected President.

THE GENOA CONFERENCE.

China Advised Not to Attend.

Chinese delegates at the Washington Conference have advised their Government not to take part in the Genoa Conference, according to an article in the *Yi Shih Pao*. China was invited to take part in this meeting at the time when the original invitations were sent out by the Powers, but the Government has not yet decided whether it would be advisable for the Republic to be represented. The opinion expressed by the three delegates who have been representing China at Washington was based on the fact that the Genoa deliberations will be mainly concerned with the economic rehabilitation of Europe and an outgrowth of the German Reparations Commission. As China has refused to sign the German treaty Drs. Sze, Koo and Wang feel that there is no necessity for Chinese participation.

the two together, the magnitude of the events, their rapid sequence, their violent fluctuations, on the one hand, and the impoverishment and attenuation of human beings and of all existing Governments, on the other.

NOTICE.

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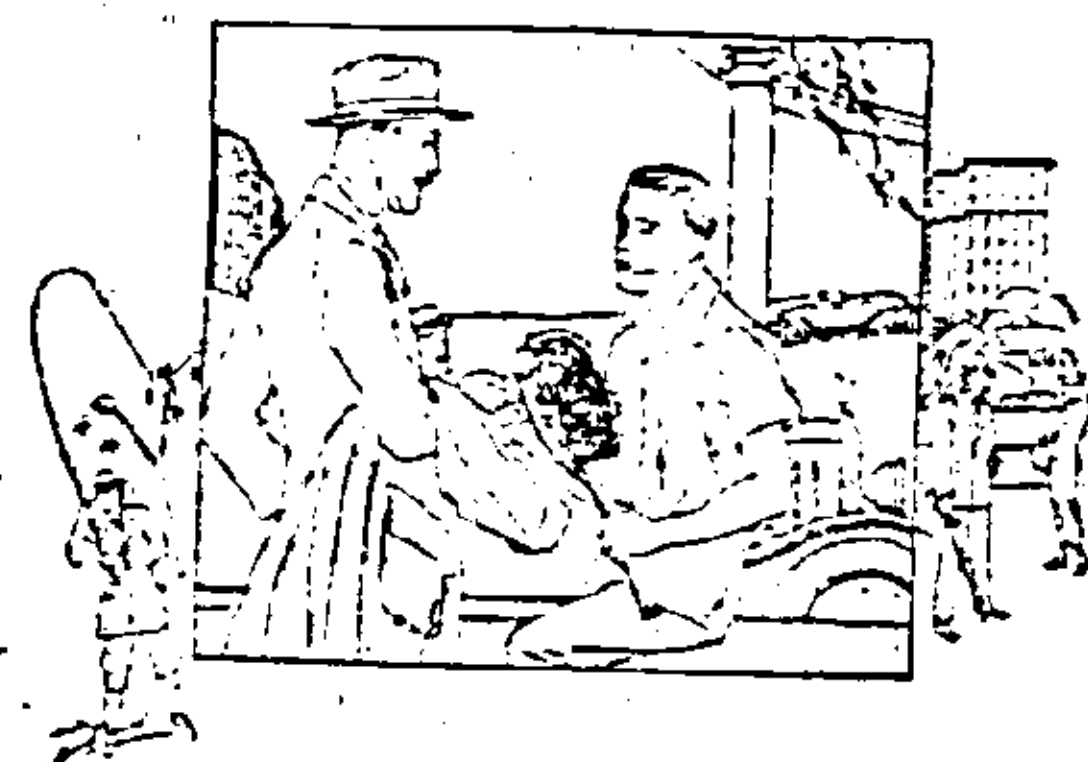
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LADIES SALON

FIRST FLOOR.

GET READY FOR
THE TENNIS SEASON.



FOR GENTS.

SHOES, SHIRTS, CARVES,
FLANNELS, TROUSERS,
Etc., Etc.

FOR LADIES.

SHOES, SOCKS, SCARVES,
SWEATERS,
Etc., Etc.

UNSURPASSED FOR STYLE & VALUE

THE SINCERE CO., LTD.



SOLE AGENT,
MITSUI BUSSAN KAISHA, LTD.,
HONGKONG.

SHANTUNG RAILWAY FUND.

Mandate Urging Contributions.

A petition has been submitted to President Hsu by Chu Yao-shan, Minister of Agriculture and Commerce, requesting him to issue a mandate concerning the deposit of contributions to the Shantung Railway Redemption Fund. The petition states that throughout China organizations are being formed to raise the money necessary for the redemption of the railway and provisions should be taken to safeguard this money and ensure its being used for no other purposes than those for which it is intended. The suggestion is made that certain banks should be officially designated for the holding of the deposits of this fund and regulations should be drawn up concerning them. Money so deposited should not be

drawn out for any cause and all accounts of the redemption fund should be under the supervision of the Banking Association and of the Chambers of Commerce. From time to time reports should be made to these organizations and to the various associations and guilds concerned in the raising of the money so that the people may be kept informed of the amount that has been contributed.

This petition was submitted to the President and by him handed to the Acting Premier, Dr. Yen, who in turn gave it to Mr. Lin Cui-wu who will draw up a special mandate as requested by the Minister of Agriculture and Commerce. It is expected that this mandate will appear within the next few days giving full regulations regarding the deposit of funds and designating certain banks as qualified to receive the contributions for the redemption of the railroad.

NEW ADVERTISEMENTS.

WANTED.

WANTED.—WANTED at once, volunteer helpers, men or ladies, for assisting in running European bakery during the strike. Experience preferred but not absolutely essential. Apply—Manager, Lane, Crawford, Ltd.

TO BE LET.

TO LET.—3 new Office Rooms in Central locality from 1st April. Apply SANG KEE c/o Comptroller Department, Hongkong & Shanghai Bank, Des Voeux Road entrance.

TO LET.—Excellent suite of offices 4 rooms in Chater Road; early possession. Apply Box No. 675 c/o "Hongkong Telegraph."

FOR SALE.

FOR SALE.—"Indian" motorcycle Powerplus model. Almost new. Perfect running order. Complete with Speedometer etc. Apply Box No. 676, c/o "Hongkong Telegraph."

HONGKONG HOTEL CO., LTD.

NOTICE is hereby given that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in this Company will be held at the Company's Hotel, Hongkong, on Wednesday, 15th March, 1922, at Noon for the purpose of receiving the Report of the Board of Directors, together with a Statement of Accounts for the year ending 31st December, 1921.

By Order of the Board of Directors,
H. N. BEAUREPAIRE,
Secretary.

A.S. WATSON & CO., LTD.

NOTICE IS HEREBY GIVEN that the Thirty-seventh Annual Ordinary General Meeting of the Company (since its registration) will be held at the Hongkong Hotel, Hongkong, on Tuesday, the 14th March, 1922, at 11.30 a.m. for the purpose of receiving the Report of the General Managers, together with a statement of Accounts for the year ended the 31st Oct. 1922.

The Register of Shares of the Company will be closed from Thursday, ninth day of March to Thursday, sixteenth day of March, 1922, both days inclusive, during which period no transfer of shares can be registered.

JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong, 3rd March, 1922.

HONGKONG TRAMWAY COMPANY LIMITED.

(Incorporated in the United Kingdom.)
NOTICE IS HEREBY GIVEN that the COLONIAL (Hongkong) Register of the Company will be CLOSED from WEDNESDAY, 15th March 1922, to THURSDAY, 16th April 1922, both days inclusive.

By Order of the Board of Directors,
W. E. ROBERTS,
Secretary,
Hongkong, 7th March, 1922.

NOTICE.

THE HONGKONG & WHAMPOA DOCK COMPANY LIMITED.

NOTICE IS HEREBY GIVEN THAT the Ordinary Yearly Meeting of Shareholders will be held in the Office of the Company, 2 Queen's Buildings, Hongkong, on Monday, 20th March, 1922, at noon, for consideration of the Directors' Report and Statement of Accounts for the year ending 31st December, 1921.

The Share Register and Transfer Books will be closed from the 11th to the 20th March 1922, (both days inclusive).
By order of the Board of Directors,
R. M. DYER,
Chief Manager,
Hongkong, 6th March 1922.

O. R. NOTICE.

THE GOVERNMENT, being desirous of employing to the best advantage the offers of service they have received through various channels, invite all Able-bodied Men of any Nationality other than Chinese to attend at the City Hall between 11 a.m. and 1 p.m. on the 3rd March, and subsequent days, in order that their names and qualifications may be registered.

This invitation includes the Members of the British Legion, the Ex-Active Service Men's Association, and all who have already rendered their services as special constables.

NOTICE.

We beg to inform our customers that deliveries of fresh milk and cream will be resumed from tomorrow, 9th inst.

THE DAIRY FARM, ICE AND COLD STORAGE CO. LTD.

HONGKONG HOTEL GRILL.

The above will be again open as from tomorrow (Thursday) at Breakfast time.

NOTICE.

The Examination Service at the Eastern and Western Entrances of the Port was withdrawn at 5 p.m. on the 7th March, 1922.

C. W. BECKWITH,
Commander R.N.,
Harbour Master, &c.

A.S. WATSON & CO., LTD.

NOTICE.
Owing to the strike of employees in all departments, delivery of goods cannot be made. Customers will kindly call and take delivery of their requirements.

A.S. WATSON & CO., LIMITED

NOTICE.

Two Certificates for Seventy-seven Shares—Nos. 12265, 12279, 15, Nos. 13718, 13779, 62, in this Company, standing in the name of Mr. Evaristo Mauricio have been lost; and if at the expiration of one month from the date hereof the above Certificates be not forthcoming other Certificates for the said Shares will be issued by the Company, and thereafter to others will be acknowledged.

Wm. POWELL LTD.,
Hongkong, 1st March, 1922.

THE COWIE HARBOUR COAL COMPANY LIMITED.

SILIMPOON COAL.

The undersigned are prepared to quote prices for best quality freshly mined SILIMPOON COAL, trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo) or in contract for regular Bunker Supplies for 6 or 12 months at favourable rates.

Steamers calling at SEBATTIK or SANDAKAN exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebatik is 28 feet at low water Spring Tides. Charts of Cowie Bay (Sebatik Harbour) and any required information concerning the port can be had on application to

BRADLEY & CO. LTD.,
Agents,
The COWIE HARBOUR COAL CO. LTD.

NOTICE.

"Safe, Sure, and Guaranteed" Cure for Leprosy, Lencodermis, Patches, Eruptions, Pimples, &c. in four weeks. Patients willing to be treated by "Pneum" are requested to write, R. 7/8, per week. Full particulars free under cover "SRI" Works, Bradou Sq., Calcutta (T) India.

WE ANNOUNCE THE OPENING OF OUR NEW WORKSHOP IN HONGKONG AT 145 PRAYA.

MOTOR ENGINEERS
GENERAL REPAIRS
OF ALL KINDS OF
MACHINERY.
SPECIALISTS IN
MOTOR CARS

MOTOR CYCLES
IGNITION

BARGAINS IN
NEW AND USED
MOTOR CARS AND
MOTORCYCLES

REEVES & CO.
145, PRAYA EAST
PHONES 4002 K-673

FOR HAIPHONG AND HOIHOW.

RAIMON
(Capt. Charles E. Page)
Agent, Haiphong, and Hoihow, 117, Wing Lok Street.

SIR ELLIS KADDOORIE, DECEASED.

ALL CLAIMS against the estate of the above deceased must be sent to the undersigned forthwith.

DEACON, LOOKER, DEACON & HARSTON,
Hongkong, 2nd Feb. 1922.

HONGKONG POLICE RESERVE.

Ex-members of all nationalities of the Hongkong Police Reserve who are willing to serve as Special Constables are invited to send their names and addresses to the Captain Superintendent of Police.

It is important that the names and addresses be clearly given. Envelopes should be marked "Police Reserve."

HONGKONG HOTEL CO., LTD.

NOTICE.

Shareholders in the above Company are hereby notified that, owing to the strike, the Annual General Meeting, advertised for WEDNESDAY, March 8th, is postponed until further Notice.

By Order of the Board of Directors,
H. N. BEAUREPAIRE,
Secretary.

EMERGENCY PORT REGULATIONS.

Examination of Vessels.

Until further notice all steam launches, junks, fishing and other craft will be examined when entering or leaving Victoria Harbour.

Examination vessels will lie in the sulphur Channel to the Westward and in the Lyemun Pass to the Eastward.

All launches, junks, etc. entering or leaving Victoria Harbour must approach these vessels for examination.

Launches after Examination will be passed in or out of the Harbour by Flaz—Junks will be towed.

At the Western Entrance, no vessel is to pass across an imaginary line drawn from Green Island to Chung Hue Island. The Sulphur Channel only is to be used.

The Port is closed from 6 p.m. to 6 a.m.
Vessels failing to comply with these regulations are liable to be fired on.

These regulations do not apply to steamships over 60 tons, but should such vessel leave Harbour after the Port is closed, she will be required to show the proper night recognition Signal.

C. W. BECKWITH,
Commander R.N.,
Harbour Master, &c.
Hongkong, 3rd March, 1922.

BRITISH LEGION.

(Hongkong and China Branch.)

THE FIRST ANNUAL GENERAL MEETING will be held in the City Hall, Hongkong, on Tuesday, 7th March, 1922, at 5.30 p.m. for the purpose of receiving the Report and Accounts for the period ending 31st December, 1921, and of electing Officers and a Committee for the ensuing year, and of appointing an Hon. Secretary and Treasurer and Hon. Auditors, and of dealing with any other business.

By Order of the General Committee,
H. K. HOLMES,
Hon. Secretary.

TO-DAY'S MISCELLANY.

Those who have been suggesting that the title of the late Marquis of Clanricarde should be revived for Lord Lascelles overlook the salient fact that the Earldom of Clanricarde is still in existence. Under the special remainder of 1800 the thirteenth Earl was created Earl of Clanricarde in Galway with remainder to the heirs of his daughter, the elder of whom married a Marquess of Sligo. When the rich Lord Clanricarde died this earldom passed to the present Marquess of Sligo, so that it is not available for Lord Lascelles.

Everest's trackers have had an uncommon experience in losing track of one of the high peaks after taking his photograph. The mountain which they refer to as MC was obvious enough when looked at from one side of the Kangdoshang Glacier, but as the party moved on it disappeared. They discovered that the peak was so thin that from a certain angle it was completely obscured by its neighbours MD and MB. It had not, as they had begun to fear, melted away in a few days. The *Geographical Journal* shows in a set of photographs and diagrams how the peak was lost and found.

The proviso that no relative should benefit under the will of the late Mr. H. S. Williams, of Swansea, who should be a member of the Alcuin Club will cause a good many people to wonder what this club is, remarks a Home Journal. The club is not interested in dancing, cards, politics, or the stage. It has no club house, and the members only meet once a year. It exists to encourage and assist in the practical study of religious ceremonial and the arrangement of churches, their ornaments and furniture. From time to time it issues learned works of little interest to the general public and not calculated to harm the human race.

Mr. T. E. Naylor, our newest M.P., who belongs to the "moderate" Labour school, has more faith in hard work than in oratory, writes a Home paper. In respect he resembles the Right Hon. C. W. Bowdler, member for Deptford—another London comrad, who found his way to Westminster after becoming general secretary of the London Society of Compositors. Mr. Naylor is seen at his best in delicate negotiation. He has devoted much time to the study of industrial problems, though only a few of his friends are aware that in his younger days—and he is still in his prime—he gained notable distinction as a student of political economy.

The proposal that Wales should be accorded a place on the Royal Banner of Arms (commonly, but wrongly, called the Royal Standard), in the event of the Irish settlement necessitating the removal of the Irish harp quartering, is one that the Government might well consider, states a London paper. There is, indeed, room for Wales on the Royal Banner without removing the harp, for England has two of the four quarters devoted to a double representation of its three very domesticated-looking "libbards." Wales has never had a place on the Royal Banner, but from the time of Henry VII. that of James I. the Welsh Red Dragon faced an English lion as one of the two supporters of the Royal Arms. James I. substituted for the Red Dragon, the unicorn as representing Scotland, and from that time Wales has had no place in either the Royal Arms or the Royal Banner of Arms.

Another link with the golden period of New England literature has disappeared by the death of Mr. Ernest Wadsworth Longfellow, the last surviving son of the poet. He was born in 1845, while his father was a Harvard professor, and ten years before "Hiawatha" was written. Mr. Ernest Longfellow, after graduating in science at Harvard, studied art in Paris and for the rest of his life followed an artistic career. He achieved most success as a landscape painter.

Every schoolboy knows "The Short Parliament," and the majority could recall that it was some three weeks in 1640, following the longest interval without a Parliament and followed by "The Long Parliament." The Session just ended (for passing the Irish Bill) will probably secure an equal place in history and not only because it has lasted but three days. It is only in modern times, however, that a three-day Session can hold the record for brevity. On September 30, 1399, a new Parliament met, and, having deposed Richard II., it came to an end by reason of that act. The same members were summoned by Henry IV. six days later, and when they sat they opened the first of that monarch's 11 Parliaments.

Lord Waterford who has just come of age, was Lord Tyrone before succeeding to the title in 1911, and has most of the characteristics of the sporting Heresford, of Curraghmore, a splendid Co. Waterford domain. When only ten he had already established a reputation as a skilful and daring horseman. Lord Waterford, a grandson maternally of Lord Lansdowne, is head of a family which has always been devoted to hunting, and his grandfather was one of the best known M.P.'s in the kingdom, also a great politician. Owing to an accident this marquis was accorded the special privilege of remaining seated when speaking in the Lords, as his injuries had made it impossible for him to stand and address the House.

BID FOR SUNKEN BULLION.

£2,000,000 in Hold of Torpedoed Ship.

Another bid for the millions lying on the bed of the ocean is indicated by an advertisement which appeared recently in a London journal.

A salvage engineer states that he has secured exclusive information of the location in international waters of a torpedoed vessel containing £2,000,000 of bullion, which could be salvaged in three weeks.

Speculative as such an undertaking appears, writes a *Daily Chronicle* representative, the fact remains that in four years the now defunct Admiralty Salvage Department raised 440 important vessels and recovered property to the value of £50,000,000. There are over 2,000 British merchant vessels, sunk by the enemy, whose positions have been charted. Nearly 2,000,000 of tonnage is within workable depth.

A naval expert told the *Daily Chronicle* representative that the Admiralty have charted all sunken ships and know exactly what each contains.

MUST BUY VESSEL.

"They really belong to the Treasury," he said, "and anyone desiring to undertake salvage attempts must obtain Treasury permission and buy the vessel as she stands."

"It is always a speculative undertaking, but although the Admiralty have raised all the ships they considered valuable while it is still possible that valuable cargoes can even now be salvaged."

"About a year ago a company secured from a sunken vessel a cargo of grain. The exterior was coated with grease, and beneath it the grain was found to be in quite an edible condition."

"DIVERS' LUCK."

Vast sums of money have been recovered from modern ships. In the case of the *Laurentic*, sunk off Lough Skilly, with a huge amount in bullion, divers working against almost insuperable difficulties have wrested nearly the whole quantity from the ocean bed.

Atlantic gales had broken the vessel up to such an extent that the bullion was pinned beneath tons of wreckage. Blasting had to be resorted to, and the depth was just about the limit at which the divers could work.

HONGKONG HOTEL

TEA DANSANT

Wednesday, Thursday, Friday,

5 p.m.—7 p.m.

WILL HENDER

AND THE

JAZZ BAND

REPULSE BAY HOTEL

Saturday, March 11th,

DINNER DANSANT

MISS RITA SHIELD

(The Melody Girl)

IN LATEST JAZZ SONGS

WILL HENDER

AND THE

JAZZ BAND

Tables may be reserved.

GERMAN EXPEDIENTS FOR PAYING REPARATIONS.

Loan Proposed.

(Reuter's Service.)

(Continued from page 1.)

Berlin, March 7. The Foreign Minister, Dr. Rathenau, in the Reichstag, said the Government agreed that an effort must be made at all costs to show their ex-enemies that Germany was prepared to discharge her reparations liabilities to the limits of her capacity, and expressed a hope that the Entente would enable Germany to raise a large loan with which to satisfy her creditors.

REPARATION PAYMENTS.

Six and a Half Billion Gold Marks.

Paris, March 7. The Reparations Commission states that the total of payments in cash, kind, and cessions of State property by Germany since the Armistice amounted up to Dec. 31 to M. 26,487,856,000 (gold), of which £1,041,499,000 consisted of direct payments.

THE LYONS FAIR.

Visit of Dutch Merchants.

Paris, March 7. A party of prominent Dutch merchants and shipbuilders has arrived at Lyons to visit the Fair, which has again been an unqualified success. The Dutch visitors were the guests of the Mayor, M. Herriot, and the City Council at luncheon—Havas.

WEST AFRICAN PALM-KERNEL TRADE.

Export Tax Said to Threaten Ruin.

London, March 7. Several papers are demanding the removal of the export duty on West African palm-kernels, notably the *Daily News*, which declares that the plantations in Sumatra and Malaya are the direct outcome of the tax, which is threatening to ruin the West African trade.

GENERAL SIR GEORGE KIRKPATRICK'S RETURN HOME.

Received by the King.

London, March 7. The King gave an audience to Lieut.-General Sir George Kirkpatrick on his relinquishing his appointment as Commander-in-Chief of the Forces in China.

SENTENCE ON A TAMIL.

London, March 7.

In the House of Commons, replying to Mr. Relfin, who had drawn attention to a sentence of ten years' rigorous imprisonment imposed on a Tamil for robbing ricksha-pullers of a few shillings, Mr. Churchill undertook to obtain the Governor's report. He added that he understood the accused had been guilty of three robberies, two of which were accompanied by assaults.

NEW LAW OFFICERS.

London, March 7.

Sir Ernest Murray Pollock (Solicitor General) has been appointed Attorney General, and Mr. Leslie Scott, K.C. (Conservative M.P. for Liverpool Exchange) has been appointed Solicitor General.

DUTCH STEAMER DELAYED.

Port Said, March 7.

The Dutch steamer *Merauk*, from Batavia for Rotterdam, was at Port Said with one blade of her propeller broken. A survey will be held.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICE.

LONDON SERVICE

(Direct)

GLAUCUS 15th Mar. London, Rotterdam & Hamburg
MENTOR 21st Mar. London, Amsterdam & Antwerp
EURYMACHUS 1st Apr. London

LIVERPOOL SERVICE

(Direct or via Continental Ports)

TELEMACHUS 20th Mar. Genoa, Marseilles & Liverpool
PELEUS 2nd Apr. Marseilles, Havre & Liverpool

PACIFIC SERVICE

(via Kobe and Yokohama)

TALTHYBIUS 14th Mar. Victoria, Seattle & Vancouver

NEW YORK SERVICE

(via Suez or Panama)

AJAX 10th March. via Suez

PASSENGER SERVICE

ANCHISES 14th Mar. for Shanghai
MENTOR 21st Mar. for Singapore & London
ANCHISES 11th Apr. for Singapore, Marseilles & Liverpool
For Freight and Passage Rates and all Information Apply to—BUTTERFIELD & SWIRE
AGENTS.THE EAST ASIATIC CO., LTD.
COPENHAGEN.

The M. S. "AFRIKA"

will be loading for Rotterdam, Hamburg, Copenhagen and other Scandinavian Ports, about 22nd March, 1922.

Further Sailings:—
Expected on or about. Will leave for above ports on or about.
M. S. "TONGKING" — 10th April
M. S. "MALAYA" 1st April 4th May
M. S. "JAVA" 7th May 15th June
M. S. "PERU" 15th June 23rd July
Subject to change without notice.
For further particulars please apply to—MANNERS & BACKHOUSE, LTD.
Agents.

Hongkong, 1st. March, 1922.

VACATION TRIP

HONGKONG—SHAMSHUI—WUCHOW.

In the splendid and luxuriously appointed 500 tons Motor Ship "KONG NING" between Hongkong, Shamsui, Shin Hing through the LOVELIEST SCENERY ON THE WEST RIVER TO WUCHOW.

SPLENDID 1st and 2nd class passenger accommodations; large and airy berth cabins on upper deck; no port holes but large airy windows; fitted throughout with electric light and Fans, etc.

M. S. "KONG NING"
Steamers Leave Hongkong.
"Kong Ning" — — — — —Round trips occupying 5 days; including meals and 24 hours stay on board at Wuchow \$15.00.
For further particulars apply to—
BANKER & CO.

FRANCE'S WAR LOAN FROM THE U.S.

M. Loucheur, interviewed by the Paris correspondent of the Baltimore Sun, declared that France is unable to pay her American debts now or later if the United States insist on gold payments and refusing to accept French products. Referring to this interview, Senator McCormick stated that the United States having bona fide lent large amounts to European countries, cannot force reimbursement the less so the exaggerated military and civic expenditures of France would only be increased thereby.

LENDING ONE'S YEARS.

It is interesting to note that when the only son of Tuchen Chao Ti of Honan, who is seven years of age, was sick, the provincial officials manifested their subservience by lending their own ages to the junior Tuchen. A great celebration was held, and the military officers and civil leaders all signed their names on a roll-book and each promised to lend five years to the junior Tuchen. It is estimated that the youth would live more than three hundred years in case the blessing asked by the officials materialises.—Chen Pao.

CONSIGNEES.

NOTICE TO CONSIGNEES.

Consignees of cargo for Hongkong per

S.S. "SATSUMA"

are hereby notified that owing to the Strike of Cargo and Wharf coolies, cargo for Hongkong has been discharged at Shanghai and will be held there at consignees' risk and expense, to be forwarded to Hongkong as soon as practicable.

Consignees are therefore recommended to make the necessary arrangements respecting Insurance etc.

THE BARBER STEAMSHIP

LINES INC.

THE ADMIRAL LINE

Agents.

Hongkong, 28th. Feb., 1922.

NOTICE TO CONSIGNEES

STRUTHERS & BARRY

From PACIFIC COAST, JAPAN and NORTH CHINA.

Consignees of cargo for Hongkong per S.S. "AFUS" are hereby notified that owing to the strike of cargo and wharf coolies, all cargo for Hongkong will be landed at Shanghai. Consignees are therefore recommended to make the necessary arrangements respecting insurance, etc. The cargo will be brought to Hongkong immediately conditions at this port become settled.

STRUTHERS & BARRY

Agents.

United States Shipping Board, Emergency Fleet Corporation, Hongkong, March 1st, 1922.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

From EUROPE via Straits. CONSIGNEES OF CARGO FOR HONGKONG PER

S.S. "LISBON MARU"

are hereby notified that owing to the strike of Cargo and Wharf Coolies, the steamer will not call at Hongkong and cargo for Hongkong will be carried on to Shanghai and landed there. Consignees are therefore recommended to make the necessary arrangement respecting insurance etc. accordingly. The cargo will be returned to Hongkong immediately conditions at this port become normal.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 4th March, 1922.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

S.S. "KASHIMA MARU" Due at SHANGHAI on 6th inst. From PUGET SOUND PORTS.

Consignees of cargo for Hongkong per the above steamer are hereby notified that owing to the strike of cargo and wharf coolies, the steamer will not call at Hongkong and cargo on board for Hongkong will be landed at Shanghai. Consignees are therefore recommended to make the necessary arrangements respecting insurance etc. accordingly. The cargo will be brought on to Hongkong immediately conditions at this port become normal.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 2nd. March, 1922.

CONSIGNEES.

NOTICE TO CONSIGNEES.

INDO-CHINA STEAM NAVIGATION CO., LTD.

From CALCUTTA & STRAITS. Consignees of Cargo for Hongkong per

S.S. "LAISANG"

are hereby notified that owing to the strike of cargo and wharf coolies, cargo for Hongkong will be overlanded and landed at Shanghai and/or at Kobe. Consignees are therefore recommended to make the necessary arrangements respecting Insurance, etc. accordingly. The cargo will be returned to Hongkong immediately conditions at this port become normal.

JARDINE MATHESON & CO., LTD.

General Managers.

Friday, 20th. February, 1922.

NOTICE TO CONSIGNEES.

"GLEN" LINE LTD.

From UNITED KINGDOM AND CONTINENT. M.V. "GLENARIFFE"

Owing to the strike of seamen Consignees are hereby notified that Hongkong cargo will be carried on to Shanghai and landed there.

Consignees are therefore recommended to make the necessary arrangements respecting Insurance etc. The cargo will be returned to Hongkong immediately conditions at this port become settled.

JARDINE MATHESON & CO., LTD.

Agents.

Hongkong, 28th. February, 1922.

NOTICE TO CONSIGNEES.

OSAKA SHOSHEN KAISHA

FROM EUROPE via Ports.

Consignees of cargo for Hongkong per

S.S. "ALASKA MARU"

are hereby notified that owing to the strike of cargo and wharf coolies, cargo for Hongkong will be carried on to Shanghai and landed at that port. Consignees are therefore recommended to make the necessary arrangements respecting Insurance, etc. accordingly. The cargo will be returned to Hongkong immediately conditions at this port become normal.

Y. YASUDA.

Manager.

Hongkong, March 3rd. 1922.

NOTICE TO CONSIGNEES.

Consignees of cargo for Hongkong per

S.S. "PATHAN"

are hereby notified that owing to the present state of affairs in Hongkong due to the strike of seamen, etc., cargo for Hongkong has been carried on in the vessel to Shanghai and/or Kobe and/or Yokohama.

Consignees are recommended to make necessary arrangements to Insurance etc. The Cargo will be returned to Hongkong immediately conditions at this port become settled.

DODWELL & CO., LTD.,

As Agents.

Hongkong 4th March, 1922.

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED
—DRY DOCK—
LENGTH 787 FEET
LENGTH ON BLOCKS 750 FEET
DEPTH ON CENTRE OF
SILL (H.W.O.S.T.) 34 FT. 6 INS.
—THREE SLIPWAYS—
CAPABLE OF HANDLING SHIPS UP
TO 3000 TONS DISPLACEMENT.
ELECTRIC CRANE AT SEA WALL CAPABLE OF
LIFTING 100 TONS AT 70 FEET RADII

TEL. ADDRESS: "TAIKOO DOCK" HONGKONG

TELEPHONE NO. 212

CABLE PLANS: "TAIKOO DOCK" HONGKONG

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG, CHINA & JAPAN.

THE YELLOW RIVER BRIDGE.

Award for Design Given to a British Engineer.

Interest in the Yellow River bridge scheme has been revived owing to rumours that have filtered through to the effect that building operations will shortly be under way. The modern idea is that it is bad policy for a newspaper to start off with a negative to any of its stories, but unfortunately one must do so in this case, for it has to be confessed that inquiries amongst people in Shanghai who are bound to get the earliest information do not confirm the opening statement, but there are other points of interest.

We are assured that there really is a genuine intention to bridge the Yellow River with a first-class causeway and that this holds first place amongst China's engineering plans, the only cause of delay being the adoption of the prize-winning policy, which the railways are following, of seeing to it that there is money in hand to pay for new works before a start is made with them. It is now quite a long time since plans for the Yellow River Bridge were invited and submitted. Then there was a by no means edifying wrangle over the matter of selection and since then the whole subject seems to have fallen out of public interest.

FORTH BRIDGE RENOWN.

It would appear to be practically certain that the contract for the work to commence has not yet been given out, but the award for the design has been definitely made and it is a cause of pride that a British firm and a British engineer have come out on top. There will be available for those who take this new work in hand the brains responsible for that magnificent engineering memorial, the Forth Bridge, one of the world's most impressive sights although in the detail of size it has latterly been eclipsed by many another bridge. The final award for the competitive designs and tenders was given to a Belgian engineering combination made up of the Societe d'Etudes et de Construction, the Societe Belge de Chemin de Fer en Chine, and the Compagnie Generale de Chemin de Fer et de Tramways en Chine.

the two latter being well known in China. As regards this particular scheme, the Societe d'Etudes et de Construction is the active member and the preparation of the designs and estimates was in its hands. The company was earlier known as the Societe Anglo-Belge de Construction and is a subsidiary combination between Messrs. S. Pearson & Son (Contracting Department), Ltd., of London, the well-known contractors for public works, and the Compagnie Belge de Chemins de Fer et d'Entreprises de Brussels (formerly the Compagnie Generale de Chemins de Fer Secondaires), a railway engineering firm of repute.

MR. BOURNE'S SHARE.

Two designs and tenders were prepared in mutual consultation, one by each of the above firms; that of the larger spans by the Compagnie Secondaires, known as "A" design, and a more moderate design, with more moderate spans, known as "B" design, by Messrs. Pearson. It is to the latter design that the first place has been awarded. The consulting engineers for the projects sent in by the combination were Sir Ernest Moir, Bart., of Forth Bridge, renowned, M. Clavier, Grand Cordon of the Order of the Double Dragon, who built the existing bridge over the Yellow River, and Mr. T. J. Bourne, C.B.E.

It is to Mr. Bourne that the main credit is due for this latest success of British engineering. Acting for Messrs. Pearson, whom the Chinese know as the Ta Cheng Keng Sun, he drafted the plans and designs which were finally accepted. Mr. Bourne, whose brother, Mr. F. S. A. Bourne, was for so long assistant Judge and later Acting Judge of the British Supreme Court in Shanghai, has himself spent many years in China, counting over 30 in association with Chinese railways, and it was he who built the Hwai bridge at Pengpu. During the war the British Government eagerly gathered in Mr. Bourne to help in the matter of the Labour Corps, his engineering skill and knowledge of the people and their language assisting greatly in the recruiting of the mechanics who were sent to Europe. Later, as Commissioner, with headquarters at Weihaiwei, he directed the whole scheme.

JAPAN LEAVING SHANTUNG.

Chinese Requested to Supply Guards Along the Railway.

The Japanese Minister called on the Acting Premier, Dr. Yan, recently and communicated to him the intention of the Japanese Government to withdraw the Japanese guards on the Shantung Railway as soon as possible without waiting for the ratification of the Shantung Agreement at Washington. It is stated that with that object in view, the Japanese are now making every preparation for the withdrawal of the troops along the line. The Japanese Minister, therefore, asked the Chinese Government to get either police or soldiery ready to replace the Japanese railway guards.

He also pointed out the statement made by the Chinese delegates at Washington that the Chinese Government would take full responsibility for the protection of the railway itself as well as for foreign lives and property and that in case a proper police force should not be organized in due time a military force would be used as guards as a temporary measure but that such a military force should be organized with selected and well-disciplined soldiers. Mr. Obata stated that the Japanese Government trusted that the above statement made by the Chinese delegates at Washington was fully shared and endorsed by the Chinese Government and that the Japanese Government would entirely depend upon that statement in carrying out the withdrawal of the Japanese railway guards.

COMING TO CHINA.

Mr. Bourne is at present at Home, but it is understood that he will shortly be on his way out, for the Ministry of Communications has given an official assurance that it is the Government's intention shortly to give out the bridge contract, and the work will then be pushed on as rapidly as possible. Of course, it is a gigantic undertaking and it is estimated it will take three or four years to complete the bridge. The presumption is that the Belgian firm will supply the steelwork, Messrs. Pearson having sole charge of the construction proper.—N.C. Daily News.

FRECKLES AND HIS FRIENDS

The Explanation

BY BLOSSER



WATSON'S "E" WHISKY.

The price of this Whisky is higher than many imported cased Whiskies, because it costs more, and is better. You get real value because you are not paying the cost of world-wide advertising.

Sole Agents—
A.S. WATSON & CO., LTD.
Wine & Spirit Merchants.
ESTABLISHED 51 YEARS
TELEPHONE 616.

Birth.

DUNCAN.—At the French Hospital on the 6th inst. to Mr. & Mrs. R. K. Duncan, a son.

GARCIA.—At 33, Yee Kee Building, Kowloon, on March 3rd, to Mr. & Mrs. R. F. Garcia, a son. (Shanghai and Manila papers please copy.)

Death.

CREW.—At the French Hospital, on March 3rd, Archibald Hibbard Crew, beloved eldest son of the late Edwin George Crew and Mrs. Crew of Clifton, Bristol, England; age 36.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MARCH 8, 1922.

EXTREMISTS ON WASHINGTON.

When opposing sides both assert that they have been "let down," the impartial mind is likely to conclude that neither has been specially favoured. Denoting that, on the whole, each has received a broad measure of justice. Reports, views, surveys, and what not continue to make their appearance in relation to the Washington Conference. In the bulk those emanating from what may be called "unattached" writers—by which we mean writers not pledged to some particular interest—are of a hopeful kind. Here and there we find utterances invoking the superlative degree—the Conference, we are told, "marks a new era in international relationship," or "sets up an inspiring landmark in the world's history." As to these high hopes, we are afraid the verdict must be of the wait-and-see type. Without at once subscribing to (or deriding) such expectations, it may be said that there are grounds to justify the numerous writers who, not feeling that there has been anything to stimulate a high pitch of enthusiasm, yet consider that the Conference accomplished sufficient to warrant the belief that an improvement in international affairs has been effected, and further, that the Conference just closed may prove to be the prelude to extended co-operation.

Then we have had the *expert* view, and this has certainly been much in evidence on the part of those in the Chinese interest, including her Western advisers, who, to be sure, are engaged to represent China's case. Thus Mr. Lenox, Simpson, Putnam Weale, has been using up quite a fair stock of stationery in this manner, and, though he is concerned to lay the stress on the Chinese side, he seems in general to have stated the case in a more reasonable spirit than is often found in polemics. Dr. Ferguson, an American, is another adviser who has been indulging in surveys of the Conference, and while he is perhaps more one-sided than Mr. Simpson, he has not been guilty of any preposterous infringement of logic. Other commentators who have found their way into print, however, have permitted themselves unlimited invective. According to these (and the sentiments have found expression from adherents of both Canton and of Peking), the Conference was a sham, a fraud, a delusion and a snare for poor, unprotected China, who has been sacrificed to the Powers in general and to Japan in particular.

To Westerners out here, again, it appears that China is so far from coming away from the Conference empty-handed that there has been considerable cause for perturbation. With this phase of the Conference we have already dealt. What attracted our notice among the mass of recent comment was the following description of the Conference by a protagonist of Japan, Mr. Patrick Gallagher, of the *Far Eastern Review*: "A stinking bone from the charnel-house of Old Diplomacy, a fake, and a frame-up." Mr. Gallagher intimates that the Conference was a plot on the part of China (with her confederates, John Bull and Uncle Sam) to trap Japan. This kind of thing illustrates to what lengths partisan advocacy can carry experienced writers. When we see the same decisions described as a snare for China and a trap for her real or supposed arch-enemy (the respective Governments, it may be noted, appear to be tolerably well satisfied), it is a rational inference that, as we remarked at starting, a broad measure of justice has been done.

NOTES & COMMENTS.

An Anxious Time.

We are gratified, as we feel sure the public also is, at the changed circumstances which enabled us yesterday to revert to the publication of the *Telegraph* in its usual size. Although hard put to it, we managed to make a daily appearance, though our issues for Saturday and Monday were unduly abbreviated in dimensions. The reduced size, however, could not be obviated in the circumstances; at any rate, the one sheet served the purpose of circulating the really essential news. We felt it a duty incumbent on us, in a time of great stress, to keep the public fully and promptly informed on the developments of the situation, and many have been the expressions of appreciation reaching us that we were able to do so. Naturally, news not relating to the strike suffered to the point either of absolute expurgation or drastic condensation, but here again this was unavoidable. It was a trying time for all concerned with newspaper production, and we feel thankful that we have come out of it all as well as we have done. We crave the indulgence of our readers, advertisers and subscribers for any shortcomings or delays that may have manifested themselves during the period of abnormal conditions, and trust that the day may be far distant when circumstances will again force us to break the continuity of a regular, full-size paper.

Getting the News.

If we could find out how it is that rumours—having not a vestige of truth in them—are born we might hope at the same time to deal suitably with the authors. We should simply hand the miscreants over to the Colony's reporters, who would leave little to be found. It has been difficult enough to keep a grip on real news during the strike period, but the task of news-gathering has been made nightmarish by the flood of ridiculous, senseless and baseless rumours one has met with every day and on almost every conceivable phase of the strike situation. And the rumour-monger is as pernicious an evil as the rumour itself. He generally begins—"Have you heard?"—and then goes on to retail some startling story, possibly garbling it as he goes along in order to make it a little more presentable. Even yesterday, after all the strike business had been fixed up and settled, there was a most persistent story in town that the seamen in Canton had rejected everything and that we were to go through the business of a settlement all over again! The writer of this note was told in Kowloon that the number of people injured at Shatin in the trouble there ran into three figures—and so we could go on giving dozens of instances in which facts became distorted and stories sheerly invented. The public owe the newspaper reporters of this Colony its thanks for having spent hours in sifting and exploding one of the most prolific crop of rumours any community has ever had to suffer. When all the circumstances are borne in mind, we think it can be said that the story of Hongkong's strike has been presented in the newspapers with wonderful discretion and a high degree of accuracy.

Sir Arthur Balfour.

It comes a little strange to prefix the "Sir" to Arthur James Balfour, but the honour which has just been conferred upon that worthy statesman ordains that we should do so. All the same, most of us will continue to think of him as plain "Mr. Balfour," and we shall have to watch ourselves that we do not fall into the trap of omitting to give him his new title. Sir Arthur had on many previous occasions been offered a title, but had declined it. Many will now think that he might well have been given a Peerage, but it is quite possible that he was offered one. At any rate, he has been admitted to the select circle of members of the Order of the Garter, which of itself is one of the very highest honours that can be conferred upon a Britisher. If we regard distinctions of this or any kind as the rightful reward of merit, then none will gainsay that our latest Knight has been deservedly honoured. He has served the Empire nobly and well over a lengthy period of years, bringing high integrity and a lofty purpose to his work. And it is fitting that his magnificent labours at the Washington Conference, where he created such fine impressions, should be given the seal of kingly approval.

DAY-BY-DAY.

THE MANNERS WHICH ONE OFTEN NEGLECTS AS LITTLE THINGS ARE OFTEN THAT BY WHICH MEN JUDGE US FOR GOOD OR FOR EVIL.—*La Bruyere.*

Our Ladies' Page will appear this week on Friday.

The health return for yesterday shows one fatal case of plague (Chinese) and one non-fatal occurrence of small-pox (British).

In millions of gallons, the water stored in Hongkong reservoirs on March 1st was 1,047.65, compared with 1,429.97 on the corresponding date last year. The Kowloon figures were 197.84 and 291.34 respectively.

Amongst those who left by the Blue Funnel steamer *Pyrrhus* were: Lieut. Comdr. and Mrs. F. H. Dawson, Surgeon Lieut. Comdr. and Mrs. H. W. Finlay Williams, Mrs. Sindes and Lieut. H. E. Spragge, R.N.

CHINESE NEWS.

A Shanghai telegram says it is reported that Sun Hung-ying, a former Kwangsi Commander, has received a large supply of arms and ammunition from Wu Pui-fu and that he will be in command of the front-line forces to oppose Sun Yat-sen's expeditionary army.

Telegraphic information from Peking is to the effect that Tso Ting-hon will arrive there on the 15th inst. to organise the Tariff Committee.

THE BERMUDA.

Addition to Nemazee Fleet.

The Bermuda, which arrived in port yesterday afternoon, is a newcomer to the Far East. She is the latest addition to Mr. H. M. H. Nemazee's fleet and was purchased recently from the Shipping Controller. Her old name, before Mr. Nemazee took her over, was the *St. Andrew*.

She was built by Messrs. C. S. Swann and Hunter at Newcastle in 1889. Her length is 470 feet, beam 56.3 feet and moulded depth 31.9 feet. She is 7,027 gross tons.

The Bermuda's trip out here from Home was her maiden voyage under Mr. Nemazee's flag. She is going into dock for certain alterations and will then be employed in carrying cargo. Capt. Ireland is in command.

DEATH OF MR. J. T. SHAW.

From Malignant Small-pox.

It is with much regret that we have to record the death of another member of the European community, in the person of Mr. J. T. Shaw, the well-known tailor and outfitter, which took place at the Government Civil Hospital in the early hours of this morning, from malignant small-pox.

The deceased, who was 46 years of age, was at business as usual on Friday last, when he went home complaining of feeling unwell. Medical advice was subsequently sought and he was removed to hospital on Sunday, his complaint being diagnosed as small-pox. Mr. Shaw had been in the Colony for close on twenty years, "having been for some years cutter with the firm of Cottam and Company, starting on his own account when that firm became bankrupt. By his steady application, he worked up a considerable business and became well known locally. Born in Belfast, he went to Australia when a child and thence he came to Hongkong, not having been Home for some 28 years. He leaves a father and step-brother in Brisbane.

Mr. Shaw, who was unmarried, was of a quiet and retiring disposition and took no part in public life. He was, however, prominently associated with the Plymouth Brethren.

The funeral takes place at Happy Valley this evening, the cortege passing the Monument at 5 p.m.

RAILWAY STATION SCENE.

Chinese Doctor Charged.

An interesting summons on two counts, in which a Chinese medical practitioner, Dr. Wong Sik-to, of No. 3 Caine Road, was the defendant, was heard by Mr. J. R. Wood at the Magistracy this morning.

The Crown Solicitor (Mr. G. H. Wakeman) prosecuted on behalf of the Railway authorities, who were the complainants, whilst Mr. M. K. Lo, of Messrs. Lo and Lo, represented the defendant.

Mr. Wakeman said that the defendant was charged, under Section 43 of the Railway Ordinance, with obstructing servants of the railway, and, secondly, under Section 23 of the Summary Offences Ordinance, with using abusive language and behaving in a disorderly manner.

On the 27th February at about 2.30 in the afternoon, continued the Crown Solicitor, Mr. G. A. Walker, Traffic Superintendent of the British section of the Kowloon-Canton Railway, was in the Kowloon Station, carrying out his duties. There was a first-class carriage the seats of which had been reserved. The defendant came up and tried to get into the carriage. The conversation which ensued between him and the superintendent was as follows:—

The defendant:—You are in charge of this carriage?

Mr. Walker:—Yes.

Defendant:—Open it.

Mr. Walker:—What?

Defendant:—I want it opened.

Mr. Walker:—There is plenty of room in the next carriage.

Defendant:—What is your damned name?

Mr. Walker:—I haven't got a damned name.

The rest of the conversation, continued the Crown Solicitor, was carried out in a similar strain.

Immediately afterwards, a passenger came on to the platform and was going to board the carriage in question when the defendant pushed in front of him and made as if to get into it first.

Mr. Walker told him that he could not do so, and asked him to step off the footboard. This the defendant persistently refused, and put his suitcase down in such a way as to jam Mr. Walker and prevent him from returning on the platform.

When the Superintendent again endeavoured to get past, the defendant jammed his bag still further in and refused to comply with the repeated requests uttered by the official. Mr. Walker then had to exercise the powers permitted him under Section 43 of the Railway Ordinance, which provided that in case of any obstruction or failure of any passenger to carry out the orders of the official on traffic duty, a passage may be refused to the passenger and his ticket forfeited to the railway authorities. The principal witness for the prosecution would be Mr. Spracher, an American civil engineer, who was travelling to Canton on that day and was a witness of all that took place between the defendant and the Traffic Superintendent.

Mr. John M. Spracher, in the evidence, stated that he was on the platform waiting to board the 3 o'clock express when he noticed the defendant approach in company with another man and ask Mr. Walker for a compartment. It would be difficult to recall the exact words used in the conversation that ensued, but witness could remember that Mr. Walker directed the defendant to the next coach further down the platform which still contained some unreserved compartments. The defendant did not want to get into these, but insisted on getting into the reserved coach directly in front of witness. Again the Superintendent pointed out to the defendant that two compartments still remained to be used in the carriage further down the platform, and went to open the doors of these himself, but the defendant made another attempt to get into the reserved coach. As to the defendant's reason for making this choice, or his objection to taking the compartments indicated to him by the Traffic Superintendent, witness was not able to make a statement. The invitation to the defendant to get into these empty compartments was repeated, and it was again refused. All the defendant said was: "What is your damned name, anyway?" Mr. Walker replied that he had not a damned name. It was difficult, continued the witness, to recall the exact words

used in the argument that followed. He, however, distinctly heard the defendant tell the Superintendent that "he was a damned Englishman," to which the Superintendent said: "Don't you damn me again."

About this time, said the witness in further evidence, another passenger got on the platform and wanted to get into the coach which had formed the subject of all this argument. The door was not locked although those of the separate compartments were. The newcomer was allowed to get into it. Mr. Walker was already on the footboard when the defendant pushed in front of him and deposited his bag on it in such a manner as to jam the Superintendent. This gave rise to another argument, in which the defendant, in spite of repeated requests by the Superintendent, refused to get off the step or take his suitcase out of the way. The defendant asked: "Why do you not hit me?" to which Superintendent replied: "I am sorry, but I cannot do it." The defendant then rejoined: "If you did I would put you under the rails." The Superintendent had to clear himself of the obstacle presented by the suitcase and went in search of the stationmaster. He returned a moment later with that official, and the demand was made to the defendant to surrender his railway ticket. When this was refused, the cudgels, so to speak, were taken up by the Stationmaster, who was no more successful in this request than was the Superintendent. When Mr. Walker reached over and made a grab for the ticket, the defendant instantly drew it back and tore it in two. The Indian policeman on duty at this point was called up and was ordered by the Stationmaster to put the defendant out of the station, on the charge that he was obstructing the platform.

Examined by the Crown Solicitor, witness added that the coach in which he was travelling contained passengers of four or five nationalities.

Mr. Lo:—Were you by yourself or was there a friend of yours in your company on the platform?

Witness:—I was travelling but there was on the platform a gentleman travelling to Canton whom I had never seen before.

Did you have any talk with him?—At the station when this argument came up, we listened to it and talked of it.

You two took this as a joke, you laughed, you smiled did you not?—Yes, we took it as a joke. We did not laugh so far as that word goes but we smiled.

You did not know as a matter of fact that the defendant was referred to the Superintendent by a Chinese attendant?—I don't believe it.

Corrected as to the formula of the reply, witness said that Mr. Walker might have mentioned something like it to him, but he did not recall it.

Questioned as to the disposition of the carriages, the witness, who apparently was not used to being cross-examined, replied with some heat:—How could I say? I am not connected with the railway.

In referring to that part of the evidence which related that Mr. Walker made a grab at the ticket, Mr. Lo used the words "vicious grab," and the Crown Solicitor put in an objection.

Mr. Lo:—I never understood that in cross-examination you have got to get into the evidence first. The only difference between the prosecution and me is that they say it was a slight grab, and I say that it was a vicious one. I can't understand Mr. Wakeman's objection.

Mr. Wakeman (*sotto voce*):—You never can.

The case was adjourned.

SHANGHAI FREIGHTS.

Messrs. Wheelock & Co., Shanghai, in their report of 23rd February, state:—The position as regards the export trade from China to Europe and America remains the same though the recent decline in exchange tends to increase the hopes of an early revival.—To United Kingdom and Continent.—The Homeward Conference has recently reduced the rates on groundnuts with shells to 100/—and on groundnuts without shells and lined to 50/ per ton of 20 cwt.—Coastwise:—The seamen's strike in Hongkong still drags on its weary way with little hope of the end in sight and there is no business being done in the South but traffic between Shanghai, Tientsin and Daloy is fairly active and we expect Newchwang to open about the second half of March.

ROUND THE TOWN.

By "Gadabout."

What exciting times we are living in these days. Almost reminds one of the early part of the war at Home, doesn't it? One has been unable to get away from khaki and the boys have been signing on for three months (or "duration," I suppose) as they rolled up when they were needed before. We never thought when the seamen's strike started that it was coming to this, but anyway, it's waking old Hongkong up a bit and, judging by the cheery greetings one gets, nobody's worrying over much. We're not downhearted yet, not by a long chalk, and "Keep Smiling" seems to be everybody's motto. The cinemas have been going as strong as ever and I liked the Hongkong Hotel's spirit in keeping the tea dances going. People seemed to patronise them as much as ever and the ever-conquering jazz helped us to forget our troubles as in the days when Kaiser Bill forgot the power behind the Union Jack. Of course, it's a rotten business, but we've come out on top of far worse things than this, and we'll jazz through.

Whatever its drawbacks, the strike has certainly made us all a bit more human. Mr. Fong de Cash has been living in no more luxury than his junior clerk, Mr. I. M. Broke. Mrs. Tai-pan and Mrs. Littlepan both have had to turn to and cook the dinner, and the better-halves of both have lent a hand in the kitchen washing up the dirty plates. And the way in which some of the fair sex have shown what they can do when the need arises is really wonderful. A couple of months ago the spectacle of a lady sweeping the steps of a hotel would have been difficult to imagine, but such a sight greeted my eyes the other day, and my estimation of the Hongkong women went up one hundred per cent. on the spot. A few minutes later a lady drove up in a motor-car. She had a businesslike-looking broom in her hand. "She, too, was going to do her 'bit'." Everywhere the fair sex have been showing that they can arise to any occasion. I've noticed them wearing the "specials" armband driving motor-cars, just like the old days during the war, and one little flapper confided to me that she rather hoped there would be a strike of tramwaymen, because she had ideas about being a conductress.

The strike has not been without its humorous side. Naturally, there were all sorts of rumours going round among the Chinese, the same as there were among us. When strikers could not travel on the railway without a permit and the great attempted walk to the border began, an amah was told that when they reached the frontier they would find aeroplanes awaiting them to carry them to Canton. On the first day of the great march the amah joined the foot-sloggers and after struggling gamely on for about twenty miles or so was, of course, rounded up with the rest and sent back to Hongkong by the first available train. The amah apparently never quite realised what was happening and the next day told her mistress all about the aeroplane. Her employer smiled, but the amah's belief was unshaken. She said they had been sent back by train because the flying machines were not ready but she was going to hike it to the frontier again the next day.

YOUR GLASSES SHOULD GIVE REST

and comfort to your eyes. If they do and if the mountings are properly adjusted, they are All Right. Do not be satisfied unless they are. There is no comfort in spectacles that are merely "good enough." They are either Right or All Wrong. If your glasses are in need of changes, adjustments or repairs, send them to the Hongkong Optical Co., successors to Clark & Co., refracting and manufacturing opticians (the originators of manufacturing Toric lenses in the colony) located in 53, Queen's Road Central. They have the equipment to adjust your glasses to a nicety.

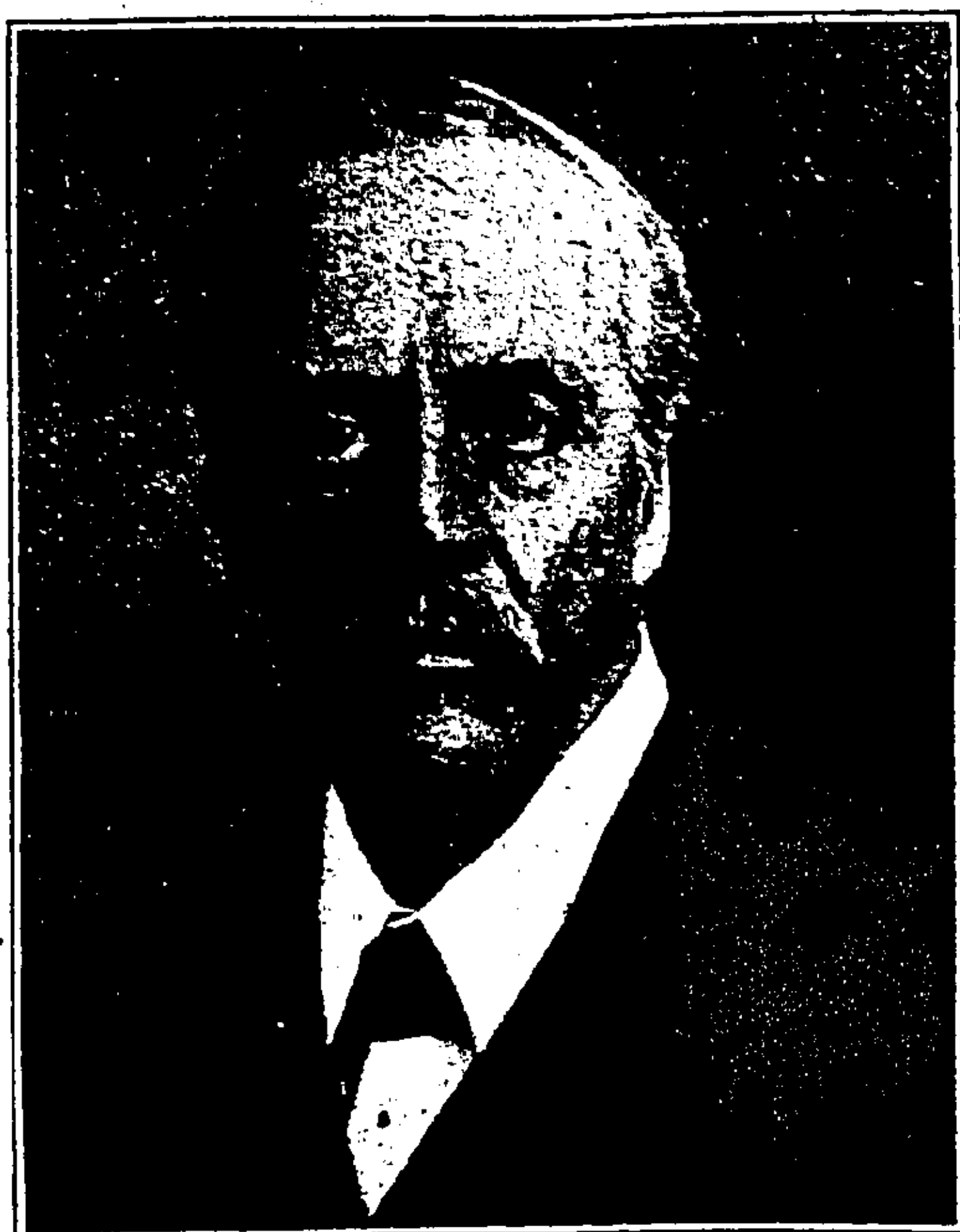
"DOHA" STILL ALIVE.

That "Doha" is not yet dead has been brought home to an innkeeper at Navenby (Lincolnshire), who was fined for failing to furnish signed particulars of his lodgers.

CAMERA NEWS

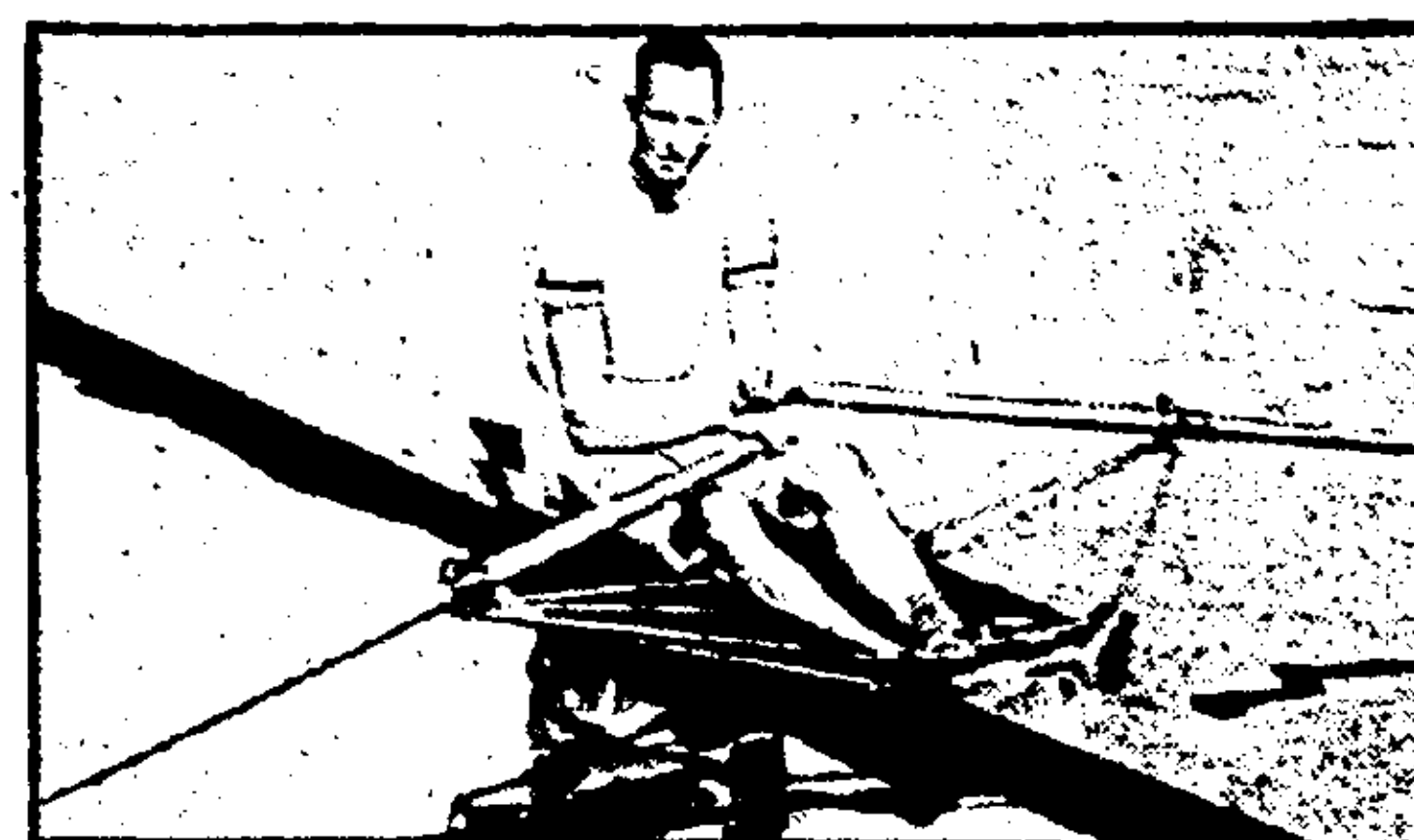


Mr. Lloyd George in his den at "Chryseis," his country house.



SIR ARTHUR JAMES BALFOUR,

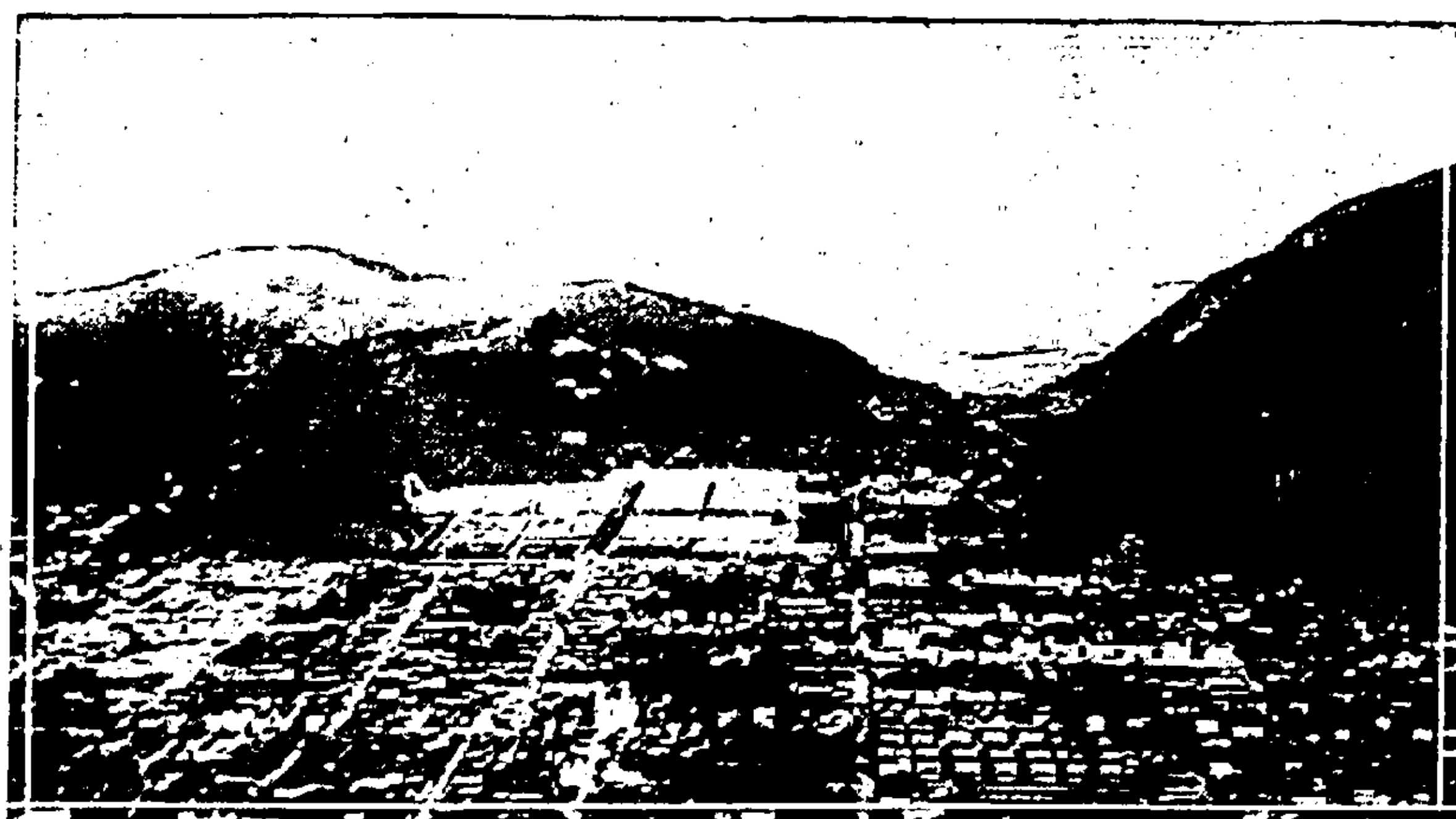
who has just received the Order of the Garter and been Knighted.



D'Arcy Hafield resting on his oars after winning the world's sculling Championship over the 3 1/4-mile course at Wanganui, New Zealand. Richard Armit, his opponent, was six lengths behind at the finish.



Prince Mary cutting her cake for ex-servicemen of the riding school in Buckingham Palace. Viscount Lascelles seems to enjoy the affair.



In Rio de Janeiro there is a most unnecessary mountain known locally as Morro de Castello. It cramps the business section of the city, so the Brazilians have raised a loan of \$12,000,000 and propose to get rid of the mountain with dynamite, hydraulic pressure and the old fashioned but efficacious pick and shovel. Photo shows the mountain and business section of the city.

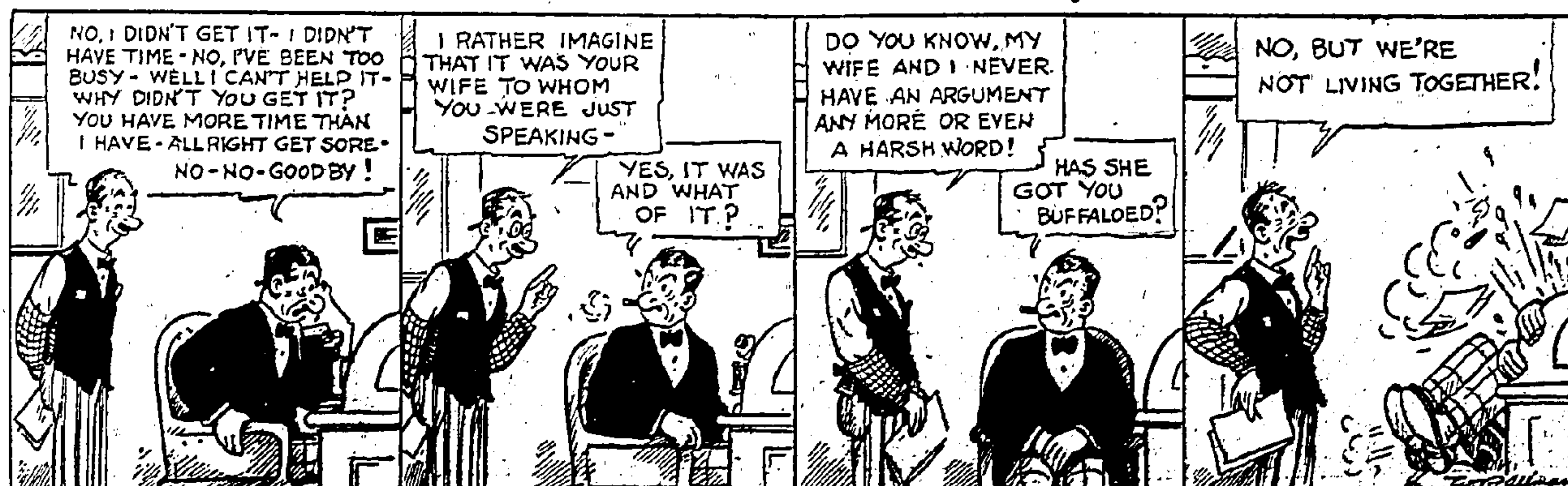


This picture, taken at the time of the election of Pope Benedict in 1914, gives a definite idea of the ceremonies attending the election of his successor.

DOINGS OF THE DUFFS

One Way to Avoid It.

BY ALLMAN



Stock Exchange. Sharebrokers' Association.

| Banks. | | | | |
|------------------------------|--------|--------------|-----|-------|
| H.K. & S. Bank | n. | \$70 | n. | \$80 |
| H. £35 paid | | | | |
| Bt. of E. Asia n. | of 105 | New 102 | n. | 105 |
| Marine Insurances. | | | | |
| Cantons | n. | 486 | n. | 440 |
| North Chinas | n. | \$144 | n. | 144 |
| Unions | n. | 255 | n. | 260 |
| Tankee | n. | 25 | n. | 24½ |
| Far Eastern | | | | |
| Fire Insurances. | | | | |
| China Fires | n. | 125½ | n. | 126 |
| H.K. Fires | n. | 367 | n. | 370 |
| Shipping. | | | | |
| Douglases | n. | 40 | n. | 39 |
| H.K. Steamboats | n. | 26½ | n. | 26½ |
| Indos (Pref.) | n. | 38 | n. | 36 |
| Indo Def. Lon/Reg. | n. | 275 | | |
| Indo Def. H.K. Reg. | n. | 270 | n. | 255 |
| Shells | sa. | 95½ | n. | 93½ |
| Ferries | n. | 37¼ | n. | 37 |
| Refineries. | | | | |
| Sugars | n. | 150 | n. | 135 |
| Malabons | n. | 48 | n. | 45 |
| Mining. | | | | |
| Kailans | n. | 67½ | n. | 70½ |
| Langkats | | | | |
| Shanghai Loans | n. | \$9 | n. | 9 |
| Shai Explorations | | | | |
| Rauts | n. | \$1 | | |
| Tyrons | n. | 363 | n. | 120 |
| Yral Caspiars | n. | 12½ | | |
| Banquet Con | n. | 195 | | |
| Docks, Wharves, Godowns, &c. | | | | |
| H.K. Wharves | n. | 88 | n. | 90 |
| K. Docks | n. | 169 | n. | 169 |
| Shai Docks | n. | \$101 | n. | 104 |
| N. Engineerings | n. | \$8½ | n. | 8½ |
| Lands, Hotels & Buildings. | | | | |
| Centrals | n. | 145 | n. | 145 |
| H.K. Hotels | n. | 22½ | n. | 22½ |
| H.K. Lands | n. | 301 | n. | 302 |
| H. phreys Est. | n. | 1080 | n. | 1080 |
| K. loon Lands | n. | 43 | n. | 43 |
| Reclamation | n. | 188 | n. | 190 |
| West Points | | | | |
| "Cotton Mills. | | | | |
| Ewos | sa. | \$17½ | n. | 17 10 |
| Oriental | n. | \$14 | n. | 14 |
| Shai Cottons | n. | \$146 & 147½ | n. | 247½ |
| Miscellaneous. | | | | |
| Cements | n. | 21 | n. | 21½ |
| China Light old | n. | 124½ | n. | 124½ |
| China Light new | n. | 13 | sa. | 13.20 |
| China Provident | n. | 237½ | n. | 24 |
| Dairy Farms | n. | 24 | n. | 24½ |
| Electrics H.K. | sa. | 30 | n. | 30 |
| Electric Macao | n. | 30 | n. | 30 |
| H'kong & Canton | n. | 30 | n. | 30 |
| Hongkong Ropes | n. | 1410 | n. | 1410 |
| Hk. Tramways | n. | 1410 | n. | 1410 |
| Peak Trams, old | n. | 970 | n. | 970 |
| Do. new | n. | 1 | n. | 114 |
| Steam Laundries | n. | 114 | n. | 114 |
| Steel Foundries | n. | 114 | n. | 114 |
| Water-boat | n. | 10 | n. | 10 |
| Watsons | n. | 10 | n. | 10 |
| Wm. Powells | n. | 20½ | n. | 20½ |
| Wismans | n. | 20½ | n. | 20½ |

Hongkong, March 3, 1922.

PILFERERS IN THE FAR EAST
 Advice from London states that an expert gang of cargo pilferers has proceeded to the Far East to operate. So far, there has been no startling indication that the gang has arrived, as there is no serious increase in the losses of cargo at Far Eastern ports.

Notice is given that the *Nicherson* *Maru* lies wrecked on the Hainan Head Bank in a position from which the 180-foot hill of Hainan Head bears S. 45° W., magnetic, distant about 1 1/2 miles. The latest report is that the masts of the wreck are showing above water. The wreck lies clear of the fairway for ships, but the position given above should be regarded as "Position doubtful."

The January issue of the *Labour Monthly* contains an interesting account by M. Kressin of his stewardship in Britain on behalf of the Soviet Government. Among other things the article has the following reference to negotiations carried on with British shipbuilders:—I was called on (he says) by representatives of the British shipbuilding industry. They came with the proposal to supply us on credit with the ships we need, and explained that the greater the orders were the easier it would be to procure the credit. "For," they said, "if you give us orders for a million or so, that will satisfy one company, but there will still be fifty thousand roubles left in the cold. But if you will take a large credit at a long term the matter becomes of importance to our whole industry. We can then put pressure on the Government, and tell it that it managed to find £100,000,000 to support Colechuk and Denikin, and now it has got to find £50,000,000 to support British shipbuilding."

The following shipping and mail intelligence has been corrected

| Vessel | Agents | From | Mooring |
|-----------|---------------|-----------------------|-------------|
| Menlo | R & S | Liverpool & Singapore | - |
| Bermuda | Newman | Cardiff & Harphong | A 30 |
| Pyrrhus | | Kobe & Shanghai | --- |
| Caldopeak | P & S S Co. | Calcutta & Saigon | Stobcutters |
| Hong Kong | Lapique & Co. | Mauritius & Saigon | " |

| Vessel | Agents | Where Bound | Departure. |
|------------|-----------|---------------------------|------------|
| Pyrites | B & S | London via Singapore | 7th March |
| Meritor | | Shanghai | " " |
| Pak Wo | Yue Wo | Tientsin | " " |
| Shuyeo M. | T K K | San Francisco via Keelung | 5th March |
| Wa Sun | Pak Seng | Shanghai | " " |
| Chung Ming | Chong Fat | Tourane via Hockow | 9th March |
| Hawaii M. | O S S | Yokohama via Shanghai | " " |
| Teian | B & S | Calcutta | " " |

(Compiled from our Shipping Advertisements.)

| Vessel | Agents | Destination | Sailing Date |
|----------------|-----------|-------------|--------------|
| Mentor | B & S | Shanghai | 7th Mar. |
| Liston St. | N Y K | Japan | 7th |
| Loosang | J M Co. | Hankow | 8th |
| Manang | J M Co. | Nankai | 8th |
| Pookang | J M Co. | Calcutta | 8th |
| Yuewang | J M Co. | Manila | 8th |
| Wauhing | J M Co. | Shanghai | 8th |
| Hinhoo | R & S | Shanghai | 8th |
| Aldabi | J C C L | Hamburg | 9th |
| Silver State | Ad. Line | Seattle | 9th |
| Ajwa | Rank Line | New York | 10th |
| Edwada | J M Co. | Amwerp | 10th |
| Munaka M. | N Y K | Cebu | 10th |
| Ajwa | S & B | Manila | 10th |
| Tawaka M. | N Y K | Rangoon | 11th |
| Harold Dollar | R D C | Vancouver | 11th |
| Novara | P & O | Japan | 12th |
| Talbot | R & S | Vancouver | 12th |
| Am. Line | R & S | Shanghai | 12th |
| Kha | P & O | Amwerp | 12th |
| Calania | R & S | Hamburg | 12th |
| M. S. Dollar | R D C | New York | 12th |
| Nile | C M Co. | Hankow | 13th |
| Moran | D M Co. | Shanghai | 13th |
| Naka M. | N Y K | Manila | 13th |
| Nanning | C M Co. | Hankow | 13th |
| Kam M. | N Y K | Singapore | 13th |
| Naka M. | N Y K | Yokohama | 13th |
| Sun M. | P & O | Shanghai | 13th |
| Edwada | Ad. Line | Manila | 13th |
| Atchaf | Back Line | New York | 13th |
| Capt. Calania | Back Line | Yokohama | 13th |
| Tawaka M. | R & S | Amwerp | 14th |
| Mentor | R & S | Amwerp | 14th |
| K. of Ala | C M Co. | Vancouver | 14th |
| Pinetree State | Ad. Line | Seattle | 14th |
| Kashima M. | N Y K | Yokohama | 14th |
| Capt. Suma | Back Line | Hankow | 14th |
| Kam M. | J M Co. | Amwerp | 14th |
| Munaka M. | N Y K | Manila | 14th |
| Kanagawa M. | N Y K | Rangoon | 14th |

(Supplied by our Advertisers.)

| Vessel | Agents | From | Due Hongkong |
|-----------------|-------------|-----------|---------------|
| George A. Agass | M. M. & Co. | Singapore | 2nd |
| Pietera | P. & O. | London | 10th |
| Nipara | P. & O. | Singapore | 14th |
| Gregory Agass | P. & O. | Calcutta | 16th |
| Boston Castle | D. & Co. | New York | 18th |
| Pathan | D. & Co. | Liverpool | 19th |
| Nipara | P. & O. | London | 21st |
| Montego | C. P. & S. | Yokohama | 21st |
| Empire State | P. & M. Co. | Manila | 22nd |
| Torilla | P. & O. | Calcutta | 25th |
| Sandwich M. | N. Y. K. | London | 26th |
| Nikea M. | N. Y. K. | Singapore | 26th |
| Suzuki | P. & O. | Bombay | 25th |
| Hakone M. | N. Y. K. | London | 26th |
| M. M. | N. Y. K. | Liverpool | 26th |
| Kendal Castle | D. & Co. | New York | early in Nov. |

(Compiled from our Advertisements.)

| Vessel | Agents | Goods Stored | Free Storage Expires | Claims to be in by | Examination Date |
|-------------|-----------|-----------------|----------------------|--------------------|------------------|
| Yong Hui | J. C. L. | Shanghai | | | |
| Shanghai | A. M. Co. | Shanghai & Kobe | | | |
| Shanghai | A. L. | Shanghai | | | |
| Shanghai | T. M. Co. | Shanghai | | | |
| Shanghai M. | N. Y. K. | Shanghai | | | |
| Shanghai | S. & B. | Shanghai | | | |
| Shanghai | N. Y. K. | Shanghai | | | |
| Shanghai | D. & C. | Shanghai & C. | | | |
| Shanghai M. | O. S. K. | Shanghai | | | |

Mails are closed 15 minutes

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

Per -

| OUTWARD MAILS. | | | | | |
|--|-------------------|--------|------------|-----------|--|
| For | Per | Date | | | |
| 209 | Pheumpeeth ... | Wed. | 8 inst. | 5 p.m. | |
| Sabak | Kalpa Moller ... | Wed. | 8 inst. | 5 p.m. | |
| Tanaw & Tuarne | Clong Hing ... | Wed. | 8 inst. | 5 p.m. | |
| | Kwai Wan ... | Wed. | 8 inst. | 5 p.m. | |
| Quinhao & Tollane | Yangtsiekiang ... | Wed. | 8 inst. | 5 p.m. | |
| | Kiehew ... | Wed. | 8 inst. | 4.30 p.m. | |
| Ninhon, Koungmoon, Samahin & Wuchow | By Train ... | to-day | 2 & 6 p.m. | | |
| | Kinsuan ... | Wed. | 8 inst. | 6 p.m. | |
| | San Namhoi ... | Wed. | 8 inst. | 6 p.m. | |
| Amoy & Taiwan | Szechu M. ... | Thurs. | 9 inst. | 5 p.m. | |
| Amoy & K'wang | Sajo M. ... | Thurs. | 9 inst. | 9 a.m. | |
| Batavia, Bangkok, Ceylon, Mauritius L. Marques S. Africa, India via Dhanushkodi, Bombay & Aden ... | Saigon M. ... | Thurs. | 9 inst. | | |

Registration 9.45 a.m.

| | | | |
|-----|-----|-----|--------------|
| ... | ... | ... | Hawaii, M... |
| ... | ... | ... | Chetco ... |

[illegible]

ASIA BANKING CORPORATION.

(An American Bank for trade with the Far East.)

Owened by a group of American Banks and under the control of
the New York State Banking Department and the Federal
Reserve Bank.

Complete banking facilities incident to foreign trade.
Travellers Checks of the American Bankers' Association and the
Guaranty Trust Company of New York, negotiable throughout the
world, for Sale and Encashment with us.

HEAD OFFICE:

New York

BRANCH:
San Francisco.

HEAD OFFICE FOR THE ORIENT:

Shanghai

BRANCHES

Hankow Canton
Peking Tientsin

Manila
Singapore

D. M. BIGGAR,
Manager.

HEAD OFFICE:
St. George's Building, Hongkong.

Chairman of Board of Directors
Mr. Wong Shiu Ham

Chief Manager... Mr. L. S. Holm
Asst. Manager... Mr. K. T. Wong
Hongkong Manager.

Mr. I. P. Allen
Foreign exchange and general
banking business transacted.

Current, Savings, and Fixed
deposits bear interests at rates
2%, 4% and 5% per annum re-
spectively.

L. S. HOLM.
Chief Manager.
Hongkong, 2nd October, 1920

MAATSCHAPPIJ.

[illegible]

(FRENCH BANK)

Head Office: 11bis Rue La Fayette, Paris

| | | | |
|----------|---|--------|------------|
| Capital | — | France | 48,000,000 |
| Reserves | — | | 7,000,000 |

BRANCHES AND AGENCIES.

| | | |
|----------|-----------|----------|
| Hankow | Hongkong | Singao |
| Kobe | Macao | Shanghai |
| Peking | Swatow | Tientsin |
| Yokohama | Yuanhsien | |

BANKERS

PARIS: Compagnie Nationale d'Escompte de Paris; Credit Lyonnais; Banque de France et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.

LONDON: The National Provincial and County Bank of England and County Bank of Westminster; The Commercial Union Bank of Australia.

New York: J. P. Morgan & Co., Ltd.
Interest allowed on Current Accounts and Term Deposits according to arrangement.
Every description of banking and exchange business transacted.

V. MAROT,
Acting Manager,
Singapore, October 1916, 1919

INDIA. LIMITED.

[illegible]

THE BANK OF CHINA.

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital, \$50,000,000.00
Paid up Capital, 12,279,800.00
Reserve Funds, 8,607,678.00

HEAD OFFICE: PEKING

HONGKONG BRANCH:
Queen's Road Central. Branches and Sub-branches all over China and Correspondents in Europe, America, and other parts of the world.

London Bankers—The National Provincial and Union Bank of England, Ltd.

The Guaranty Trust Company of New York.

New York Bankers—The Irving National Bank, and the Equitable Trust Company of New York.

Interest allowed on Current Accounts and Fixed Deposits.
Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Exchange.

TSUYEE PEI
Manager

THE BANK OF EAST ASIA
LIMITED

LIMITED.

HEAD OFFICE:—
No 16 Des Voeux Road Central.
Established 1910.

AUTHORIZED CAPITAL ————— \$10,000,000.
PAID-UP CAPITAL ————— \$5,000,000.

DIRECTORS:

| | |
|------------------------------|----------------------|
| Mr. Pong Wai Ting, Chairman. | Mr. Kan Tin Pu. |
| Mr. Chang Shou Ren. | Mr. Kwong Hong Kong. |
| Mr. Lo Siu On Chai. | Mr. Wang Tin Tien. |
| Mr. Pung Ping Sheu. | Mr. Chang Fung Sheu. |
| Mr. K. C. Chow. | Mr. Kwok Kiu Nam. |
| Mr. Cheung Luk. | |
| Mr. Haveli Tai. | |

Chief Manager, Mr. Kao Tse Fok.
Asst. Manager, Mr. Li Tse Fook.

LONDON NEW YORK
PARIS SAN FRANCISCO

SINGHAI
 SONGHAI
 NAKASAKI
 SINGAPORE
 TIENTSIN
 MANILA
 "HONG KONG
 CALCUTTA

YOKOHAMA
 SAIGON
 PEKANG
 HANKOW
 BATAVIA
 SOERABAYA
 BOMBAY
 CANTON

London Branches.—The London Joint City and
 Midland Bank, Ltd.
 Every description of Banking and Exchange
 business transacted. Loans granted on approved
 securities.
 Interest allowed on Current Deposits Accrue at
 the rate of Two per cent per annum on de-
 posits Amount Four per cent per annum, and on
 12 months deposits at the following rates:—
 For 3 months at the rate of 3 per cent annum .
 For 6 months at the rate of 4 per cent annum .
 For 9 months at the rate of 5 per cent annum .
 For 12 months at the rate of 5½ per cent annum .
 KAN TONG PO.
 Chief Manager.
 Hongkong, September 1st, 1871.

THE INDUSTRIAL AND
 COMMERCIAL BANK, LTD.

Head Office—York Building, Chase-
 rial, Singapore.
 Branches:—
 • Hongkong • 11 Adelphi Road.
 • Hankow • 100 Canton Road.
 Correspondents
 London, New York, Chicago, San Francisco,
 Canton, Peking, Shanghai, Singapore, Hankow,
 Amoy, Hongkong, and all
 important centres of China and abroad.
 Prompt Service.
 Attractive interest on all kinds of Deposits,
 equities and otherwise.

S. Y. HSEUH.

THE CHINESE MERCHANTS

BANK, LTD.,
有限公司
Bank Office
 Alexander Building, Charter Road.
 General Banking and Exchange Business
 Transacted.
 Loans granted on approved securities.
 Current Accounts opened and Fixed Deposits
 accepted on rates which may be ascertained
 upon application.
 The Bank also acts as a Savings Depart-
 ment.

HONGKONG AND SHANGHAI

BANKING CORPORATION.
HEAD OFFICE HONGKONG
Paid-up Capital ... \$20,000,000
Reserve Funds :—
 Sterling ... \$4,500,000
 Silver ... \$23,500,000
Reserve Liability of Proprietors 10,000,000

COURT OF DIRECTORS:
 C. M. Macdonell, Esq. (Chairman)
 D. M. C. M. A. Loo — Deputy Chairman
 H. C. M. A. Loo — Secretary
 A. M. B. Smith, Esq.
 J. M. K. Smith, Esq.
 C. M. B. Smith, Esq.
 H. C. M. A. Loo, Esq.

Chief Manager:—
 H. M. A. G. STEPHENSON
Manager Hong Kong:—
 H. M. A. G. STEPHENSON
Manager Shanghai:—
 H. M. A. G. STEPHENSON

LONDON BRANCH:
LONDON COURT OF DIRECTORS
PARER'S BANK, LIMITED.

The Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI BANKING
CORPORATION.

Rules may be obtained on application.

INTEREST on Deposits is allowed on the
following monthly balances at 3 1/2 per annum
for the Hongkong and Shanghai Banking
Corporation.

A. G. STEPHEN,
Chief Manager.

THE CHARTERED BANK OF
INDIA, AUSTRALIA AND
CHINA.

¹¹ Incorporated by Royal Charter 1851.

| | |
|---|------------|
| PAID-UP CAPITAL..... | £1,000,000 |
| RESERVE FUND..... | £1,000,000 |
| RESERVE LIABILITY OF PROPRIETORS..... | £1,000,000 |
| FOREIGN EXCHANGES and General Banks of Business Transacted..... | £1,000,000 |
| CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or longer period at rates which will be quoted on application. | |

A. H. FERGUSON,
Manager.

Hongkong, 1st January, 1914.

LIMITED.

HEAD OFFICE, HONGKONG.

FOREIGN EXCHANGE and
General Banking Business
Transacted.

INTEREST ON FIXED
DEPOSITS.

For 12 Months 5% per annum.
For 6 Months 4% per annum.
For 3 Months 3% per annum.
On Demand, 2% per annum.

CURRENT ACCOUNTS
2% per annum on the daily
credit balances of over \$100.00.

LOOK POON SHAN,
Chief Manager.

ESTABLISHED 1891.

[illegible]

CORPORATION.

[illegible]

PACIFIC SHIPPING.



HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver & Montreal

| From | | | To | | |
|-------------------|---------|---------|---------------------|---------|----------|
| Hkong | | | Canada | | |
| Empress of Asia | Mar. 23 | Apr. 13 | Empress of Britain | Apr. 22 | Apr. 19 |
| Empress of Russia | Apr. 20 | May 12 | Empress of France | May 15 | May 23 |
| Empress of Canada | May 4 | May 25 | Empress of Scotland | May 28 | June 5 |
| Empress of Asia | May 12 | June 5 | Empress of France | June 13 | June 20 |
| Empress of Russia | June 15 | July 5 | Empress of Scotland | July 18 | July 25 |
| Empress of Canada | June 23 | July 17 | Empress of France | July 25 | Aug. 1 |
| Empress of Asia | July 27 | Aug. 31 | Empress of Scotland | Aug. 8 | Aug. 15 |
| Empress of Russia | Aug. 10 | Aug. 20 | Empress of France | Sept. 5 | Sept. 12 |

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Havre, Naples & Danzig. Allotment of cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily.
Standard sleeping car, compartments & dining room.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

CANADIAN PACIFIC STEAMSHIPS, LIMITED.

Hongkong Office Telephone 752. Cable Address GACANPAC.



HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE ISLAND SEA, JAPAN & HONOLULU.
"THE PATHWAY OF THE SUN."

| Ship | Leave Hongkong | Ship | Leave Hongkong |
|-------------|----------------|-------------|----------------|
| SEIYO MARU | Mar. 8 | SEIYO MARU | Apr. 24 |
| PERSIA MARU | Mar. 31 | SEIYO MARU | May 13 |
| TAIYO MARU | Apr. 4 | KOREAN MARU | May 13 |

Calling at Dairen and continuing call at Shanghai.

Calling at Keelung.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA MANILA, JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA, CRUZ, BALBOA, CALLAO, MULLENDO, ARIKA & IQUIQUE.

THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.

Steamers

| Ship | Leave Hongkong |
|-------------|----------------|
| ANYO MARU | Mar. 31st |
| SEIYO MARU | May 13th |
| GINYO MARU | June 23rd |
| RAKUYO MARU | June 23rd |

Only Manila.

For full information regarding passengers, freight and sailings apply to:

Y. TSUTSUMI, Manager,

King's Building, Tel. Nos. 2374 & 2375.

Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & BARRY.

Manager Agents United States Shipping Board.

EXPRESS FREIGHT SERVICE TO
LOS ANGELES & SAN FRANCISCO via MANILA.

S.S. APUS Leave Hongkong 10th March.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS—Transit bills issued to U.S. and CANADIAN OVERLAND POINTS.

For Full Information apply to

STRUTHERS & BARRY
1st Floor, Powell's Building
12 Des Voeux Road Central
G. P. BRADFORD, Res. Agent,
Phone No. 3003.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ.



(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China and Japan Conferences.)

Regular monthly service between

Japan ports, Shanghai, Hongkong and Manila
and
Amsterdam, Rotterdam, and Hamburg, Bremen

| Steamers | For | Sailing on or about |
|----------|--------------------------------|---------------------|
| ALDABI | Rotterdam, Amsterdam & Hamburg | 9th Mar. |
| SAPARUEA | Amsterdam, Rotterdam & Hamburg | 1st Apr. |
| ROTTI | Rotterdam, Amsterdam & Hamburg | 10th May. |

For full particulars please apply to

JAVA CHINA JAPAN LYN

General Agents,
York Building.

PACIFIC SHIPPING.



DOLLAR LINE



ON THE BERTH FOR
NEW YORK via Suez.

| | |
|---|----------|
| S.S. M. S. DOLLAR | Mar. 15. |
| S.S. GRACE DOLLAR | Apr. 11. |
| San Francisco, Seattle & Vancouver. | |
| S.S. HAROLD DOLLAR | Mar. 11. |
| Los Angeles, San Francisco & Vancouver. | |
| S.S. BESSIE DOLLAR | Apr. 30. |

For Rates and Particulars Apply to

THE ROBERT DOLLAR CO.

3rd Floor, General Post Office Building. Tel. 773 & 792.



Operating the following U.S. Shipping Board Steamers.

SEATTLE & VICTORIA

SERVICE—COURTESY—SPEED.

PASSENGER & FREIGHT

Via Shanghai, Kobe and Yokohama.

| Ship | For Seattle | Mar. 19. | Mar. 29. |
|-------------------|-------------|----------|----------|
| S.S. Silver State | For Seattle | Mar. 19. | Mar. 29. |
| Pinetree State | For Seattle | Mar. 24. | Apr. 11. |
| Wenatchee | For Seattle | Apr. 6. | Apr. 26. |

MANILA SERVICE.

| | |
|---------------------|----------|
| S.S. Pinetree State | Mar. 19. |
| Wenatchee | Mar. 27. |

SAIGON—SINGAPORE—JAVA.

LAKE ONAWA
LAKE FARRAR

Through Bills of Lading issued to Overland common points.
Passengers and Freight Particulars, apply to

THE ADMIRAL LINE

1st Floor, Union Building. Passenger Office.
Telephones 2477 & 2478. Queen's Bldg., Ice House St.

SERVICE TO NEW YORK.

NEW YORK and/or BOSTON
via PANAMA.

S.S. ENDICOTT 20th March.

For freight space and particulars apply to:

BARBER STEAMSHIP LINE INC.
THE ADMIRAL LINE

AGENTS. 5th floor, Union Building.
Telephones 2477 & 2478.

NEW YORK DIRECT.

Joint service of the
"BLUE FUNNEL" LINE

Ocean S. S. Co., Ltd. & China & Japan S. S. Co., Ltd.

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

FOR BOSTON & NEW YORK.

| Sailings from Hongkong | via Suez Canal | 10th March. |
|------------------------|----------------|-------------|
| "AJAX" | via Suez Canal | 20th March. |
| "KABINGA" | via Suez Canal | 30th March. |
| "KNIGHT TEMPLAR" | via Suez Canal | 10th April. |
| "CITY OF ORAN" | via Suez Canal | 10th April. |

† Calls at Boston if sufficient inducement offers.
Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.
For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.
HONGKONG & CANTON REISS & CO. CANTON.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN CLOON"

will be despatched to
Singapore & Belawan Deli direct.

This vessel offers excellent cabin-accommodation for saloon passengers.

Single and double cabins.

Wireless Telegraphy.

For freight and passage apply to:

JAVA-CHINA-JAPAN LYN

Telephone No. 1574.

Agents.

PACIFIC SHIPPING.



INCORPORATED IN U.S.A.
FAST FREIGHT AND PASSENGER STEAMERS
"NANKING" "NILE" "CHINA"

AN UNRIVALLED HIGH CLASS PASSENGER SERVICE

FAST FREIGHT AND PASSENGER STEAMERS.
"NANKING" "NILE" "CHINA"

Trans-Pacific Service

HONGKONG TO SAN FRANCISCO.

via Manila, Shanghai, Kobe, Yokohama & Honolulu.
S.S. NANKING S.S. NILE S.S. CHINA
Mar. 15, at noon.

Java Service

HONGKONG TO SINGAPORE & BATAVIA
S.S. CORJISTAN.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada.
Cargo accepted on Through Bills of Lading for transshipment at San Francisco to nearly all points for principal Atlantic Ports.

C. T. STURIDGE, GENERAL AGENT

Printer's Build No. 100 House Street.
Telephone, Passengers' Dept. Tel. Freight Dept. & Agents.
No. 1934. No. 2151.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:

Thurekawamaru's Okanokiku No. 28 Kaibogai, from Misumi, Osaka, from Osaka.
Bury Hongkong Club, from Shanghai.

Moricho Chokagaras, from Osaka.
Takeshigeru's Dr. Williams, 19 Wanchai, from Shanghai.

Wythe, from Shanghai.
Honchekan Kwongfooksong, from Yokohama.

L. Wanyik Waiyip, from Yokohama.
Wingsingchong, from Yokohama.

Yeunguseng Taitung Hotel, from Amoy.

Taiseng Co. Shanghai, from Tientsin.

Hay Chai Tungching Co. Des Voeux Road, from Yokohama.

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1917, from Shanghai.

T. ERING.

Superintendent.

Hongkong, Mar. 2, 1922.

EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO.

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M. E. F. AIREY.

Superintendent.

Hongkong, Feb. 23, 1922

TROOPS MAY BE WITHDRAWN FROM PHILIPPINES.

A Washington message says:

As a result of the Disarmament Conference, Philippine military defense works may be completely abandoned by the United States, even before the ratification of the Four-Power Pacific Treaty.

The War Department is considering this step, which, if carried out under pressure for army reduction, will reduce the garrison maintained in the Philippine Islands since the first American troops landed there to an ordinary police force.

COMMERCIAL NEWS.

COTTON.

Japan's excess of imports for January, totalling ¥89,000,000, is contributed to mainly by the increasing import of raw cotton and rice. Imports of raw cotton aggregated ¥58,665,000, increasing by ¥27,367,000 over the corresponding month of last year, and these imports were landed mostly in Kobe. The cotton bought speculatively prior to the advent of the economic slump has gradually been consumed; the expectation was long prevalent of the reduction of output in the cotton mills being mitigated and then wholly abandoned; purchases were made of Indian cotton because the price was expected to go up owing to the insect damage as well as the bad results of the American cotton harvest; and large shipments were postponed until after November of last year, when freight was greatly lowered with the renewal of the freight agreement between the Shipping Association and the shipping companies interested. The belief obtains that the import of raw cotton will still continue for some time.

JAPANESE IRON.

Pig-iron in Japan is having better days than it did. As the result of the general economic depression, the price declined to ¥65 per ton—a figure far below the cost of production. All the ironworks were thrown into a quandary and reduced output to 500 tons from 2,000 tons at one time. Recently however, the demand has increased through seasonal reasons and so forth. Naturally, stocks on the market as well as in the hands of the ironworks have been falling off notably, the present record being 210,000 tons. The Hsinsei Ironworks are said to have sold out the iron produced up to April, and announced the stoppage of sales on the 5th instant. British and American iron, being about ¥75 per ton is far higher than iron in stock in Japan, and so can hardly find its way to Japan. The domestic price is naturally disposed to go up, but not very much is to be expected from it, taking into consideration the damping some merchants are ready for.

PERSIAN OILFIELDS.

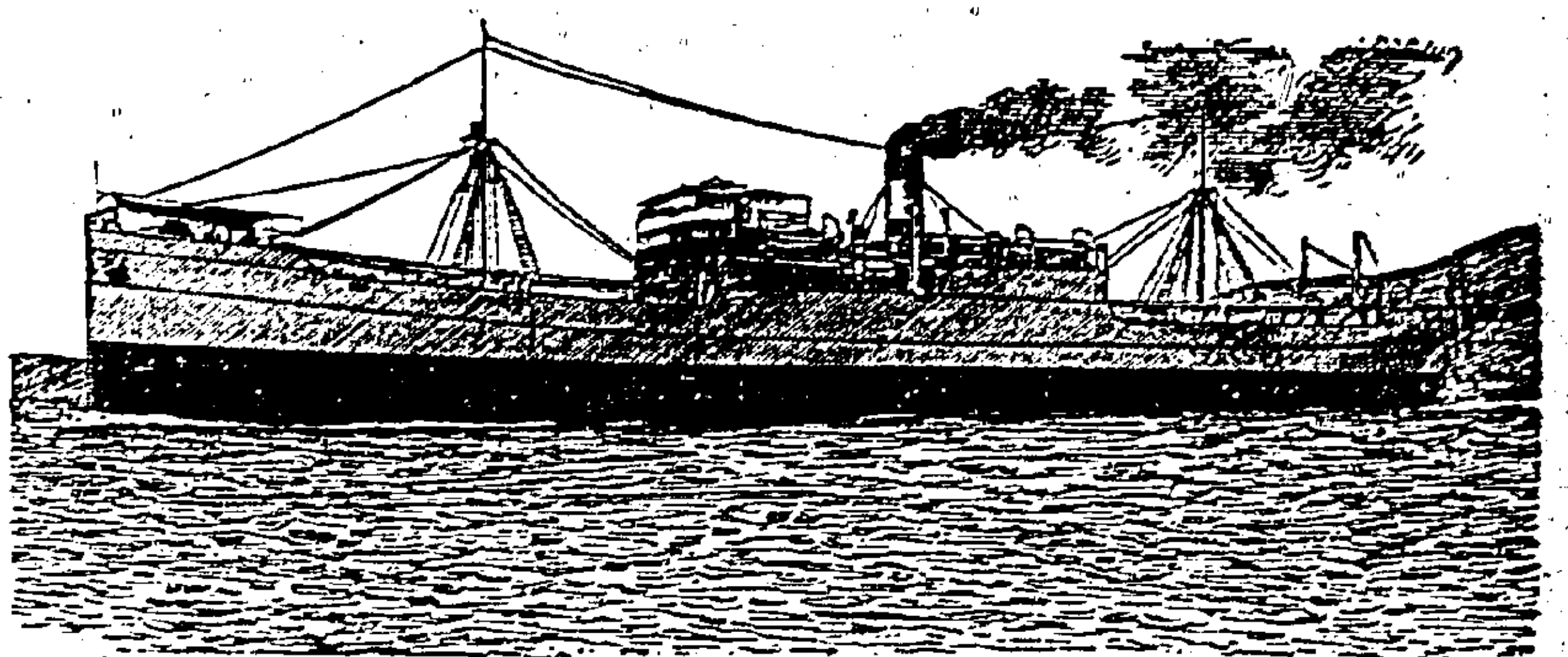
It is reported that pourparlers are proceeding in New York, which, if completed, as it seems likely, will make the Standard Oil Company and the Anglo-Persian Oil Company equal partners in the development of the prospective oil fields in North Persia. Plans are contemplated for the promotion of a company, the capital of which they will provide in equal amounts, and for a jointly represented board. It is expected that immediately the deal is completed, a geological expedition will be despatched to Persia to survey thoroughly the fields before their development is undertaken.

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|---------|-------|-----------------------|-----------------------|
| KHIVA | 9,000 | 15th Mar. | M's, London & Antwerp |
| DEVANHA | 9,000 | 29th Mar. | M's, London & Antwerp |

BRITISH INDIA-APCAR SAILINGS (South)

| | | | |
|--------|-------|-----------|--------------------|
| TAKADA | 5,000 | 24th Mar. | Calcutta via Ports |
|--------|-------|-----------|--------------------|

EASTERN & AUSTRALIAN SAILINGS (South)

| | | | |
|---------|-------|-----------|--|
| ARAFURA | 6,000 | 3rd April | Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne. |
|---------|-------|-----------|--|

SAILINGS TO SHANGHAI & JAPAN.

| | | | |
|--------|-------|-----------|-------------------|
| NOVARA | 6,000 | 12th Mar. | Shanghai & Japan. |
| SHILLA | 6,000 | 15th Mar. | Shanghai only. |

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KATO MARU Friday, 24th Mar. at 11 a.m.

HAMBURG via LONDON & ROTTERDAM. TAMBA MARU Wednesday, 15th March.

SYDNEY & MELBOURNE via Manila, etc. NIKKO MARU Tuesday, 13th April at 11 a.m.

AKI MARU Tuesday, 13th Mar. at 11 a.m.

NEW YORK VIA PANAMA & CUBAN PORTS. MAYBUSHI MARU End of March.

NEW YORK via Suez.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Cape.

KANAGAWA MARU Saturday, 10th March.

DOMBAY via Singapore, Penang & Colombo.

MORIOKA MARU Friday, 10th March.

CALCUTTA via Singapore, Penang & Rangoon.

TAKAO MARU Saturday, 11th March.

NAGASAKI, KOBE & YOKOHAMA.

NIKKO MARU Friday, 17th Mar. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

HISBON MARU Wednesday, 8th Mar.

SHIDZUKA MARU Friday, 17th Mar. at 11 a.m.

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|------------|------|----------------------|------------------------|---------------|
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| Samarinda | Java | in port | — | — |

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For BRINDISI, VENICE & TRIESTE.

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| Steamer | Arrives Hongkong from Australia | Leaves Hongkong for Australia |
|----------|---------------------------------|-------------------------------|
| CHANGSHA | arrived | — |

These dates cannot be relied on.

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HOMEWARDS.

City of Simla 24th Mar. M's, L'don, R'dam & H'burg.

City of Calcutta 26th Apr.

Subject to change without notice.

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GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

| Vessel | Due Hongkong. |
|-----------------|---------------|
| M.V. "GLENOGLE" | 17th March. |

HOMEWARDS.

| Vessel | Leaves Hongkong. | Discharges. |
|--------------|------------------|-------------------------------|
| S.S. GLENADE | 10th Mar. | GENOA, L'DON, H'BURG, A'WERP. |
| " GLENAMOY | 24th Mar. | L'DON, R'DAM, H'BURG, A'WERP. |
| " GLENTARA | 2nd Apr. | GEN A L'DON, R'DAM, H'BURG. |
| " GLENARIFFE | 18th Apr. | GENOA, L'DON, R'DAM, H'BURG. |

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INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| Destination | Steamer | Sailing |
|---------------------|----------|-------------------------|
| MANILA | Yuensang | Wed. 8th Mar. at 3 p.m. |
| SHANGHAI | Waishang | " " at d'light. |
| HAIPHONG via Hoihow | Loksang | " " at 10 a.m. |
| SANDAKAN | Mausang | " " at noon. |
| STRAITS & Calcutta | Fooksang | " " at 3 p.m. |

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HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

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BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

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C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| For | Steamers | To Sail |
|-----------------------|----------|---------|
| SHANGHAI | Fengtien | — Mar. |
| HOIHOW | Kailong | — " " |
| TSINGTAO, WEIHAIWEI | Huichow | — " " |
| CHEFOO & TIENTSIN | Huichow | — " " |
| MANILA, CEBU & ILOILO | Taming | — " " |
| SHANGHAI | Hoihow | 8th " " |

These dates cannot be relied on.

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For Moji, Kobe & Yokohama.

S.S. BORNEO MARU Sailing on or about 27th Mar.

For further particulars please apply to—

K. SUZUKI,

Manager.

T-1, No. 2706.

Second Floor, Prince's Building.

SHIPPING NEWS.

THREE NEW OPEN JAPANESE PORTS.

The Japanese Government has announced that three new ports are open to foreign trade. They are Imabaru, Ehime prefecture; Tokuyama, Yamaguchi prefecture, which is rising to an important position as a result of the oil reservoirs for the Japanese Navy and petroleum refineries erected by a petroleum importing company; and Oomori, Saghalien. New branch Customs Houses have been established at these ports.

N.Y.K. EUROPEAN LINERS.

Of the three passenger ships of 10,000 tons ordered by the N. Y. K. from the Mitsubishi Shipbuilding Yard, the Hakonamaru was already completed and put on the European line in November of last year, while the Haruna-maru was delivered in Kobe on the 9th ult. and placed also on the European line instead of the Inaba-maru, which will be transferred to the Formosan line from April. The last ship, the Hakozaki-maru, is expected to be completed in May.

AMERICAN SHIPPING IN PACIFIC.

According to the Osaka Jiji, the Robert Dollar Line, in pursuance of the dictum that America must become supreme in the Pacific, will shortly place several 9,000-ton ships on the San Francisco to Yokohama route, and several others on the Seattle-Orient line. The same company, the Jiji also says, will charter and place on the Pacific line a few large Japanese ships, whose running expenses are comparatively low, as American ships are not only highly capitalised, but cost a lot to operate compared with Japanese and British ships. Not only the Dollar Line but also other American shipping companies, the Osaka paper says, have gradually become more disposed to cultivate shipping routes, by chartering foreign ships because of their smaller running expenses.

REFRIGERATION ON BOARD.

Refrigeration on board ship is more than 40 years old, and yet what a primitive beginning had the refrigerator. A box was constructed of two decks about 10 ft. square close to the main chambers, and was filled with broken ice blocks. Added to the ice was so much salt, and a horizontal duplex pump was set in motion in the corner of this box. The brine was pumped through a series of pipes as it is today, discharged and sprayed over the ice and salt. It fell to the bottom of the box, and was led to a scupper, to the suction of the pump, and hence the cycle. This box was charged with ice and salt every 12 hours. Mr. J. Kilburn, an engineer and chemist, set to work with his experimental engine on board of an Indian boat, and, with his ammonia system, brought his vertical machine to high efficiency, and, says a writer in the *Guardian Magazine*, laid the foundation of the Liverpool Refrigerator Company.

ECONOMY "SHIPS."

The American-Hawaian cargo ship *Alaskan* is a ship with an interesting history. About twenty-two years ago, when shipbuilding experts were conducting experiments with a view to turning out an "economy ship," there were hatched from British shipyards four big cargo-ships. All of them had what is known as "turning wheels," and for some time they were thought to be the last word in economical steamships, due to the fact that less fuel was required to operate them. No more were built. While the "turning wheel" ship required less coal to maintain a full head of steam, it was poor economy, as the craft proved so unmanageable, had so many accidents, and damage suits were so frequent that anything saved in fuel was more than eaten up in the law courts. Thus the "turning wheel" died a natural death as far as revolutionizing the industry was concerned, but the original vessels are still knocking down wharves. Andrew Weir, the famous Scottish shipbuilder, built two of this type of ship. By way of explanation it might be mentioned that by "turning wheels" is meant that the screws rotate in opposite directions. Practically all ships plying the ocean today have their propellers turning in the same direction. The *Alaskan* is one of the "economy" vessels. She was built in 1901 and has been knocking docks to pieces ever since. It is said of the *Alaskan* that she has damaged more wharves on the Atlantic and Pacific coasts at some time or other. The present master, Captain Blackwell, has solved the problem of her handling, however. He has had her for more than a year, and reports say can make her do anything.

